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The Hongkong Telegraph

FOUNDED 1861 六拜禮 號九十月三英港香 SATURDAY, MARCH 19, 1927. 日六十月二

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APOLOGY FROM CHUNGKING

SEQUEL TO THURSDAY'S OUTRAGE.

OFFENDING COOLIES TO BE PUNISHED.

FRACAS AT KIUKIANG.

A full apology has been tendered by the Chinese authorities at Chungking for the incident which occurred there on Thursday in which coolies seized British naval stores and attacked a party of bluejackets. The stores are to be returned and the offenders punished.

There has been a fracas at Kiukiang between farmers and the General Labour Union, resulting in several casualties and damage to the Union headquarters.

Regarding the war operations on the Yangtze, the early capture of Nanking by the Southern troops is expected, as they have already occupied the town of Lishui, which is 60 miles south-west of Nanking.

CHUNGKING CLASH.

Apology by Chinese Authorities.

Chungking, Mar. 18.

A full apology and an expression of deep regret has been given by the Chinese authorities for yesterday's incident, in which coolies seized British naval stores and attacked bluejackets. The authorities have also undertaken to recover the naval stores and punish the offenders.—*Naval Wireless.*

KIUKIANG FRACAS.

Union Headquarters Damaged.

Kiukiang, Mar. 18.

A fracas between the farmers and the General Labour Union broke out in the city yesterday, resulting in several casualties and damage to the Union Headquarters.—*Naval Wireless.*

"KUTWO" INCIDENT.

The Discussion Deferred.

Wuhu, March 18.

A demonstration and procession have taken place, but everything was very orderly. The first meeting to discuss the Kutwo incident has been deferred owing to the absence of one of the Chinese delegates.—*Naval Wireless.*

Hankow Quiet.

Hankow, March 18.

There is nothing to report.—*Naval Wireless.*

New Commissioner.

Jehang, March 18.

The new Commissioner for Foreign Affairs has arrived.—*Naval Wireless.*

WAR DEVELOPMENTS.

Fall of Nanking Expected.

London, March 18.

Press messages received to-day from Shanghai predict the early capture by the Cantonese forces of Nanking, the old capital of China, 200 miles west of Shanghai. The town of Lishui, which is 50 miles south-south-west of Nanking, is reported to be occupied by Southern forces.

With the capture of Nanking, the Cantonese would be astride the railway connecting Shanghai with the north and south, and it is, therefore, believed to be the key to Shanghai.—*British Wireless.*

"LIMCHOW" ARRIVES.

TOWED INTO PORT TO-DAY.

The s.s. Limchow, which in the early part of the week was disabled after leaving Hongkong for Hainan, via intermediate ports, was towed into Hongkong harbour this morning by the tug "Henry Keswick."

It had been stated previously that the vessel, which had lost its propeller, was being towed to Hainan, but this plan was later changed. The ship had aboard some 800 passengers, including about 40 Chinese soldiers who em-

TREATY ISSUES.

PEKING ASKS FOR REVISION.

THE BRITISH CONCESSIONS.

Dr. Wellington Koo, acting Premier and Minister for Foreign Affairs, in an interview with foreign journalists in Peking last Monday, declared that the regime of special privileges which had been enjoyed by foreigners in the past was now regarded as a grievance all over China.

The Chinese Government felt that the Treaties should be altered as early as possible. Dr. Koo pointed out that he had several times in past years emphasized the need for making equality and mutual respect a basis for Sino-foreign relations. They were now trying to revise the Treaties so as to eliminate unilateral and unfair features.

Groundless Fears.

The Powers had declared that they recognized the need for revision, but China's lack of unity was given as the reason for not superseding the old by the new immediately, and fears were expressed that if revision was now made, a change of Government might lead to repudiation of agreements.

This fear was groundless, said Dr. Koo, for the demands for revision were nation-wide and not confined to any one party. Hence any engagements regarding the abolition of unilateral provisions would be accepted by the whole country.

Not Anti-Foreign.

The Chinese people had been accused of being anti-foreign but this was not so. They only opposed the special privileges of foreigners. They were not unmindful of what foreigners had done for China and appreciated the help which had been given by foreign capital, machinery and in other ways.

Dr. Koo said he hoped that Treaty revision would be followed by a new era of genuine friendship and mutual benefit. The Sino-Belgian negotiations had been going on upon a basis of mutual equality and respect for territorial sovereignty. An understanding had been reached on very important questions and he looked forward to an early and satisfactory conclusion of the Treaty.

China and Japan.

Eight meetings had been held of the Sino-Japanese Treaty negotiations and the questions discussed had concerned mostly general principles. The two countries were near neighbours and their relations were intimate. Thus many problems had arisen which were being studied in a spirit of friendliness and their points of view were drawing nearer as they proceeded. At the last meeting, Dr. Koo said, he had made several definite suggestions which Mr. Yoshizawa, the Japanese Minister, was considering.

Dr. Koo stated that negotiations also were proceeding satisfactorily regarding French Indo-China. They had already covered much ground and the French Minister was awaiting instructions from Paris before going further.

Negotiations With Britain.

As regards negotiations with Britain, Dr. Koo said that he and Sir Miles Lampson had exchanged views regarding the British proposals made in January. The Chinese wished that the British Government could see its way to open negotiations for a more comprehensive revision of the Treaties, instead of dealing with the subject in a limited and somewhat piecemeal manner.

They recognized however that the British offers were made in a spirit of goodwill and as a sign of good intention. Without prejudicing China's position he had agreed to form joint commissions for the rendition of the British concessions and to study the partial relinquishment of British judicial rights. These would exchange views and prepare the ground for definite agreements.

New Commissioners.

Dr. Koo announced the names of the commissioners. Those for the rendition of Tientsin were Mr. Philip Tsau of the Waihaoping, the Chinese Foreign Affairs Commissioner Mr. Chang Chin-keh and Mr.

UNIVERSITY HONORARY DEGREES.

PROPOSED CHANGE IN PROCEDURE.

A NEW COMMITTEE.

The Gazette includes the draft of an Ordinance to amend the University Ordinance, 1911.

The object of this Bill is to amend the University Ordinance, 1911, so as to deal in it expressly with the machinery for the granting of honorary degrees. Hitherto committees appointed, first by the Senate and later by the Council, have performed the duty of recommending names to the Court for honorary degrees. It is thought better that the matter should be dealt with explicitly in the Ordinance.

The Bill provides that the Honorary Degrees Committee shall consist of the following persons:—The Chancellor (ex-officio), the Vice-Chancellor (ex-officio), the Dean of each Faculty (ex-officio), and a member of the Council appointed by the Council. The Registrar shall ex-officio be Secretary to the Committee but shall not be a member of it. The member appointed by the Council shall hold office for three years and shall be eligible for re-appointment.

FLYING FATALITY.

TWO R.A.F. MEN KILLED.

London, Mar. 18.

An aeroplane crashed to-day at Emsay, near Folkestone. Flying Officer Priestman and Leading Aircraftman Pickering were killed.

When the machine struck the ground, it toppled over and burst into flames, which it was not possible to extinguish. The charred remains of the two airmen were only recovered after the fire had burnt itself out. It was discovered that one airman had been decapitated.—*British Wireless.*

PANAMA CANAL ZONE.

U.S. SECRETARY FOR WAR PAYS VISIT.

New York, Mar. 18.

Mr. Davis, the Secretary of War, has sailed for Porto Rico, in the Panama Canal zone for the purpose of studying defence conditions there, and the possibilities of the construction of a canal to Nicaragua.—*Reuter's American Service.*

AERIAL PROGRESS.

BRITAIN AND AMERICA ABOUT LEVEL.

London, Mar. 18.

Sir Alan Cobham, the famous airman, who arrived at Southampton to-day on his return from America said that he had obtained the impression that America was neither behind nor ahead of Great Britain in aviation, but that both countries were just about level.—*British Wireless.*

Hsu Chih. When negotiations for the retrocession of the Foreign Affairs Commission were under way, it was instead of Mr. Chwang.

The judicial commission he said, would consist of Mr. E. T. Cheng, representing the Ministry of Justice, Mr. W. King, chief of the bureau of the Waihaoping, and Mr. C. F. Garstin of the British Legation.

The attitude of the United States, said Dr. Koo, was not so clear as that of some other countries, regarding revision.

China the speaker concluded, was not contemplating bringing matters before the League of Nations, as negotiations were progressing favourably.

SORRY PLIGHT.

OF CHINA MERCHANT OFFICERS.

DISMISSAL NOTICES.

Despite the fact that certain assurances and semi-promises were held out to the foreign officers employed by the China Merchants' Steam Navigation Co., that upon the resumption of the service of the Company they would be re-employed, all second officers and second and third engineers have received definite notice of the termination of their engagements and are now thrown out of work, says the Shanghai Times.

Their places are to be taken by Chinese officers, and the men who have assisted in building up the company are to be thrown on to "the bench." Coming, as does this announcement, at the same time as the presentation of certain extraordinary demands from the Chinese Seamen's Union in which there is a distinct anti-foreign bias, there is only one conclusion to be drawn, namely, that there is a deliberate attempt to remove foreigners from the pay rolls of ships under Chinese control.

Financial Losses.

The history of the dismissal of these foreign officers, who, until recently, were navigating the ships of the China Merchants' Steam Navigation, dates back to January 31 when, without any notice or forewarning, they were informed that their services were no longer required. This sudden decision on the part of the company came as a result of a series of losses sustained over a long period following the seizure of their ships for military purposes by various militarists causing a substantial loss of trade. Added to this, a considerable loss was sustained owing to several strikes among the seamen and the general labour disorders in Shanghai and elsewhere. The company was, admittedly, in a serious predicament financially, and the men realised it. They claim, however, that they are entitled to a little better treatment from the company than that accorded them; and it is their contention that they are at least entitled to a month's notice or a month's salary in lieu of notice. This is a recognized principle anywhere in the world, and holds good even in China.

70 Men Unemployed.

On January 31 all officers, with the exception of captains and chief engineers, were informed that their services had been temporarily dispensed with. On February 1 there were over 70 officers out of employment. They had been dismissed "temporarily" at a moment's notice and have been out of employment, with few exceptions, ever since. At that time the men were given to understand that in the event of the company resuming its operations the men would be taken back on the same terms as existed when they were dismissed and with the same rate of pay and under the same conditions. The men were led to believe that the dismissal was only a temporary measure due to the exigencies of the situation at the moment. Many of the men believed such to be the case and philosophically submitted to the hardships which they were forced to undergo. They have been waiting for the time when the company would resume the customary service, many of them living practically from hand to mouth with the hope and upon the understanding that they would be re-engaged as soon as the crisis was passed.

Services Terminated.

Recently a notice was published to the effect that the China Merchants' S. N. Co. would commence operations again and the officers who had been awaiting this welcome announcement for over a month visualized permanent employment again. They were doomed to disappointment and although the company has, so far, not resumed its service, it matters very little to the officers because the company has definitely terminated their engagement.

On January 31 the following letter was sent to the China Merchants' Navigation Co. from Mr. Fu Shao-ang, managing director of the company: "Owing to the (Continued on Page 16.)"

Bulls and Inners

From the Office Butts.

A gentleman living on the mid-level, whenever his wife sings, walks downstairs, and stands on his doorstep. He does this in order that those in the neighbourhood may see that he is not beating her.

Social pests are those good people who ask you for eight sharp and then don't feed until nine, after carefully placing you beside someone to whom you have not spoken for years.

The children are not the only ones interested in bob-haired dolls.

One of the reasons why most Hongkong folk have not visited our Museum is because it just never commenced to rain as they passed it.

McWhirter says that any man whether he comes out in spots or spats, ought to see a doctor.

Some garters hold up stockings; others, again, hold up the traffic.

It's all very well talking about these fine hunters at Fanning, but what about the man who has kept the same collar stud for years?

We understand that the weird and wonderful monster, seen on the harbour this week, is known by the pet-name of *Noasarcus Arenarius*.

It is not true, however, that the President of the K.R.A. has suggested that several of them placed end to end, would solve the problem of a harbour bridge.

As one of our tourists mentioned this week: "Those boys on that floatin' airplane shakin' sure have some 'space' to park their gum."

Hongkong will soon be as infamous for its bill-boards as it is for its board-bills.

The advertiser who offers "European flats....and plenty of fresh air in King's Terrace" seems to be dragging a fresh airing across the trail.

Auntie Caustic says that some Hongkong ladies suffer less from the after-effects of their operations than their friends.

"Learner":—No, status quo has nothing whatever to do with broadcasting or atmospheric.

McWhirter says the trouble too often is that when a man has made up his mind to stay at home, his wife has already made up her face to go out.

McWhirter regrets the recurrence of cold weather, as he cannot smoke cigars with gloves on, owing to the smell of burning fabric.

Anyhow, if nothing else, the Cross Word Puzzles are educative. Lots of ladies in Hongkong can now sharpen a pencil.

Mothers who used to say their twelve year old sons were six so as to travel half fare, now say they're sixteen so that they can drive a car.

Aberdeen money lenders now charge 50 per cent. interest in winter and 60 per cent. in summer. The days are, of course, longer in summer.

A weather prophet is not without honour save in his own observatory.

A dancing teacher says ladies steer better in crowded ballrooms than men do. Another proof that the hand that rocks the cradle rules the whirl.

"Crude Rubber Man Arrives Here," says the *Manila Bulletin*. He must have had plenty of "bounce."

A stray bat from the belfry:—"Why not arrange to have these extra aeroplanes collide with mosquitoes this summer and so reduce malaria?"

It looks as if Lane, Crawford's bakery will make a good "turn-over" this year.

The Yangtze boundary line between North and South will be settled about the time fashion experts determine the waist line.

"Men who do not practice economy when single, invariably try to make their wives economical after marriage," recently stated a Home lecture. McWhirter says he wore a shirt for five years.....off and on.

Apocryphal news that several lengths of Dachshund were recently seen in Kowloon, a reader writes to enquire whether they were Frankfurter or Bologna?

An American doctor states that baldness is increasing in the United States. No wonder! They drink all the hair-restorer.

Judging from remarks made by certain spectators at one of this week's tennis matches, there is a false impression abroad that "they also serve who only stand and gape."

From the same remarks, we should imagine that some critics couldn't tell the difference between a News Service and a Russian Free Love Set.

There's no truth in the rumour that the next time fog is predicted by the Observatory, a certain professor out of pique is going to turn on his fog-converting gadget.

"Theosophist" writes to say that "after all theosophy has done much to bring the people of all races together." On the other hand, the bringing together of the races has done much for theosophy.

McWhirter says it would appear that the only road a Kowloon youngster knows much about these days is a steering rod.

It is suggested that a Lynx Club be formed in Hongkong for those people who find it necessary incessantly to refer to their superior connections at Home.

General Chang Kai-shek must be a bit lukewarm in his attitude to the Kuomintang, for it is reported by a contemporary that General Li Lich-chun had left Hankow for Nanchang to "incite" him to attend the Party Conference.

"Laest News," says a heading in a contemporary. Lucky the diphthong wasn't reversed.

The U.S. Naval Secretary proposes to convert the old frigate "Constitution" into a floating museum. If may, of course, need a mending now and then.

A contemporary on Thursday announced that "Ningpo is quiet." Nothing happening, quiet, would seem.

Referring to Happy Valley, the Post states: "...it is anticipated that the ground, which is already frequently occupied by the Navy, will be covered with troops." We presume that this refers to the wet and dry seasons respectively.

We notice that Jerusalem is to have a new currency. This will doubtless create much interest.

Now that The Coal 'Ole is open, more than a fuel be found inside.

The King Edward is occupied by the military. Another case of deposed royalty?

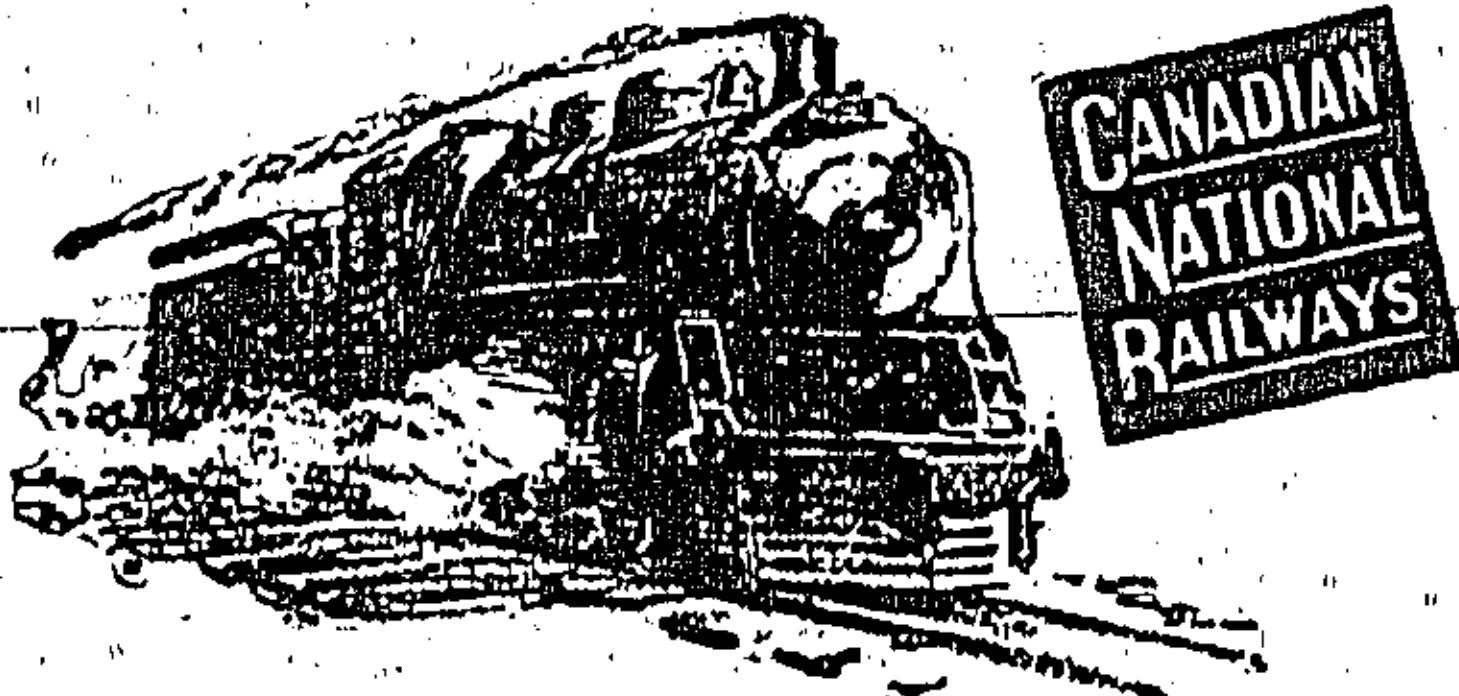
A thief stole a camera the other day that was left exposed on the bench. The case is developing but the culprit has not yet been fixed.

A goods truck knocked down a lamppost in Wanchai, but was itself undamaged. Must have been a good truck.

Recent correspondence seems to suggest that the loss of a pussy is either a cataclysm or a catastrophe.

Debaters at the Y.M.C.A. argue that there is always room at the top for a good man. This is proved by the number of advertisements of houses to let on the Peak.

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SHANGHAI TERRORISM.

ATTACK ON AGED ENGLISHMAN.

Shanghai, March 18.

Four armed Chinese yesterday entered the house of an old man, Mr. C. E. Geddes, a former head of a well-known English firm here, locked up the Chinese servants in the cupboard, tied Geddes' legs and hit him on the face and head with a revolver till he signed cheques totalling Tpeia 8,000, and released him to-day in an exhausted condition after the cheques had been cashed. The crime is symptomatic of growing lawlessness, partly the result of the success of terrorism and partly because the foreign police, since the Mixed Court rendition, do not possess the former power to eject the swarms of criminals now infesting the settlement.—*Reuter.*

General Strike Threat.

Shanghai, March 18.

The Shanghai General Labour Union calls for a general strike beginning to-morrow and lasting "till the Nationalist army enters Shanghai." In the course of a communique the Union states that the strike is purely political.—*Reuter.*

THE SINGAPORE SHOOTING.

EVIDENCE OF AN EYEWITNESS.

Singapore, March 18.

Medical evidence to-day showed that most of the men who were injured in the recent shooting affair and who were taken to hospital, were Hylams aged between twenty and thirty.

Mr. O. Thompson, the Traffic Superintendent of the Singapore Tramways, who witnessed the incident, said that he entered the station in order to telephone for assistance when the traffic was held up. The drivers of the vehicles assaulted Inspector Dale, who staggered in bleeding and in a fainting condition. He spoke to the native police in Malay. Witness did not understand all that was said, but heard words meaning "be quiet," "don't crowd," "very threatening." He thought the police were justified in firing in view of the serious consequences if the mob got nearer town.—*Our Own Correspondent.*

CHUNGKING OUTRAGE.

COOLIES SEIZE BRITISH NAVAL STORES.

Peking, March 18.

An example of the kind of thing with which British naval men are having to contend up-river is furnished by an incident at Chungking on March 17, when coolies belonging to a so-called "Avenge Society" seized naval stores which were being conveyed from a gunboat to the shore-side canteen, and towed them across the river to the city.

Unarmed naval men, accompanied by the Consul, Mr. Pratt, pursued the coolies in a motor boat, and the coolies then dropped the stores, which the naval party picked up.

The latter were returning to their motor boat with the Consul, when a mob attacked them with sticks and stones, forcing them to abandon the stores.

The party reached the gunboat without serious injuries.

Mr. Pratt has protested to the authorities.—*Reuter.*

NOT IN CONTROL.

BANKRUPTCY PETITION IRREGULARITY.

An interesting point was raised in bankruptcy proceedings during the week when Mr. J. R. Wood, acting Chief Justice, was asked to set aside service of a creditor's petition for irregularity. The following judgment, delivered yesterday afternoon, explains the facts of the case.

Mr. Wood said—in part:—The debtor firm is the Yee On firm, the trading name of an individual Li Fai Kam. The question here arises for decision is whether in the circumstances shown to have occurred the regular service of this petition upon the debtor firm has been effected.

It appears that Li Fai Kam, trading as the Yee On firm, continued to do business at 37 Jervois street until February 17 last and then held a meeting of creditors and after doing so left his place of business.

His later movements have not been traced and no subsequent commercial transactions of the firm took place. He took with him the "money receipt chop" of the firm but left behind him the other chops. At the time of his departure there were fittings and trade stock upon the premises worth a considerable sum of money.

Those Left Behind.

Seven or eight employees of the firm including Au Chi To, one of the witnesses, remained at the premises. The firm had been in business for several years and Au Chi To had been a member of the staff for a long time.

On this occasion he was the senior employee remaining and was given \$100 to pay wages and make other disbursements and act as custodian of the business premises and contents.

On February 25 the bailiff, under a writ of foreign attachment seized all the property of the firm. The petition was served on Au Chi To as the person being in control or management of the business of the firm.

The onus is on the petitioner to show affirmatively that the person served had the required status. From the evidence it appears to me that the authority received by Au Chi To from his employer on February 27 was definitely limited.

Service Irregular.

Immediately prior to that date he was merely a clerk in the firm. He was then directed to remain at the principal place of business of the firm as its custodian with a staff for this purpose, and to make certain cash disbursements from monies entrusted to his charge.

Here his authority ended. Although he himself was not subordinate to any other member of the firm's staff he was not authorized to do anything which would involve his employer in any liability whatever.

The business therefore was outside his control or management. For these reasons service of this petition was, in my opinion, irregular and must be set aside.

Mr. E. S. C. Brooks intimated that he would make application for substitute service.

PROPERTY SALE.

HIGH BIDDING FOR GODOWNS.

Valuable property, including first class godowns situated at In Ku Lane, were put up for sale yesterday by Mr. E. V. M. R. de Souza, at the China Auction Rooms, when a good price was reached after some high bidding.

The lot put up was Section D of Marine Lot No. 37, with the buildings thereon known as Nos. 8 and 10 In Ku Lane, held for a term of 99

RECENT TRAGEDY.

CORONER'S INQUIRY INTO OFFICER'S DEATH.

A Coroner's inquiry was held yesterday afternoon into the death of Revenue Officer W. Knight, who shot himself on the 10th of this month at the Craigengower Cricket Club.

Dr. J. R. Craig said death was caused by shock and laceration of the brain caused by a bullet entering just above the right ear.

Mr. J. D. Lloyd, Superintendent of the Import and Export Office, said that deceased joined the Revenue Department in 1913. He went to the War and saw considerable service. Between 1923 and 1926 he was in charge of Chinese distilleries. His work was satisfactory until his memory became bad. He was warned for excessive indulgence in intoxicants. During 1926, the deceased was in hospital for more than 28 days, which was the maximum allowance.

Mr. Lloyd said he eventually referred the whole case to the Colonial Secretary as he thought that deceased was unfit to carry on his duties as first officer of the Revenue Department. A copy of complaints made against him was given him on March 5 and he was to reply within the usual seven days.

Chief Preventive Officer S. J. Clark said that deceased was an absolute teetotaler before the War. He said that in his opinion War service had undermined his health.

Harassing Denied.

G.P.O. Clark finished his evidence with this statement: "There have been certain remarks passed by people in this Colony that I personally have harassed Mr. Knight, and that I and the Superintendent have engaged detectives to watch Mr. Knight in his work, which I emphatically deny." He explained that no senior officers in his department had any "down" on Knight at all, and in fact everybody helped him as much as possible.

The bar boy of the Craigengower Cricket Club gave evidence to the effect that Knight called at the Club at about 1.45 p.m. He was seen to cross the hall and the boy was under the impression that he had left the Club.

At about 2.30 p.m. the boy heard a loud report, but took it for a tyre puncture and did not take any notice. At five o'clock, Knight's body was discovered in the lavatory by one of the members of the club.

Mr. M. J. Medina gave evidence as to the discovery of the body. He found it in a sitting posture in the lavatory and a revolver was loosely clutched in the right hand.

Deceased's brother then went into the box and said that when deceased received a copy of the complaints against him at the office, he appeared to be very upset. That was on the 5th. He advised his brother to see a lawyer, which was done, and deceased looked brighter the next few days. On the 8th deceased informed witness that if he should lose his job he would go to Africa. Witness had no cause to suspect that deceased intended to take his life at that time. Witness said that although his brother drank, he had never seen him drunk.

The jury without retiring brought in a verdict of suicide during a moment of temporary insanity.

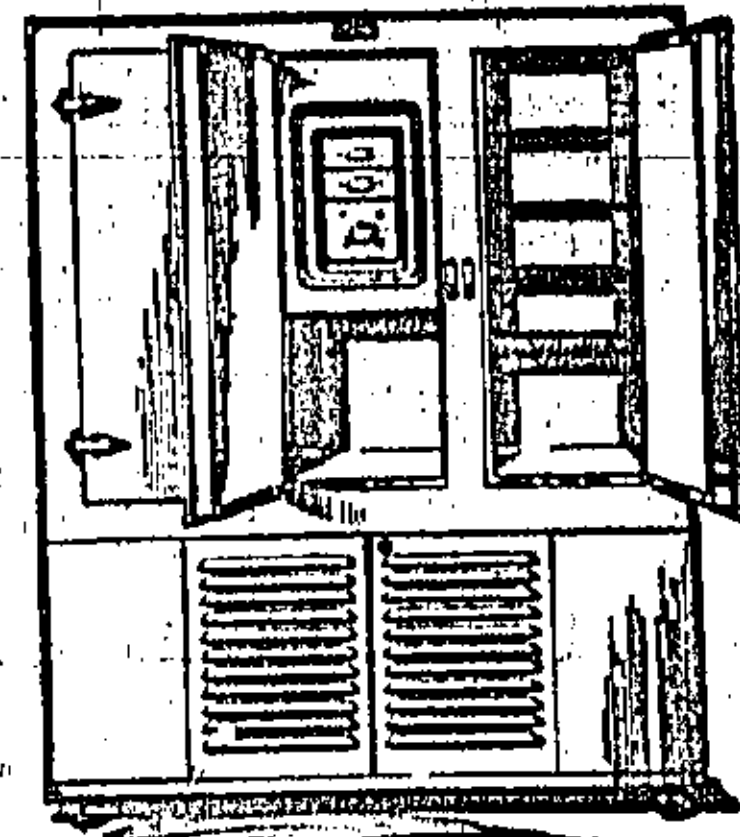
years at an annual Crown Rental of \$97.50.

Opening at \$40,000 with bids of \$600 acceptable, the first raise was one of \$10,000, but thereafter at the minimum figure until \$76,500 was reached. A further bid of \$1,500 put the price up to \$80,000 at which sum the lot was knocked down to the Hung Fung Hong.

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An inspection of our store is cordially invited—New stocks just arrived.

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SALESMAN SAM.

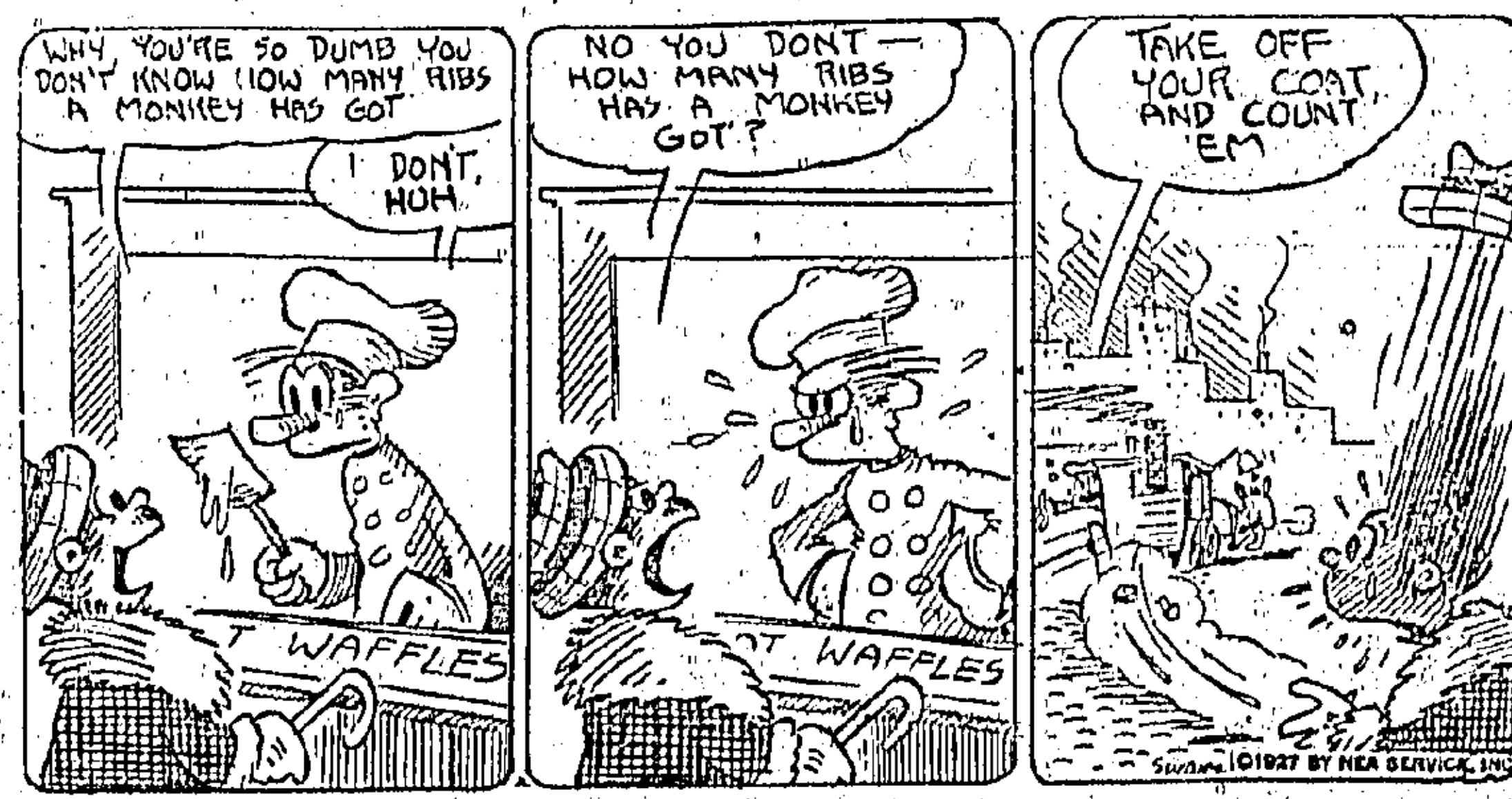
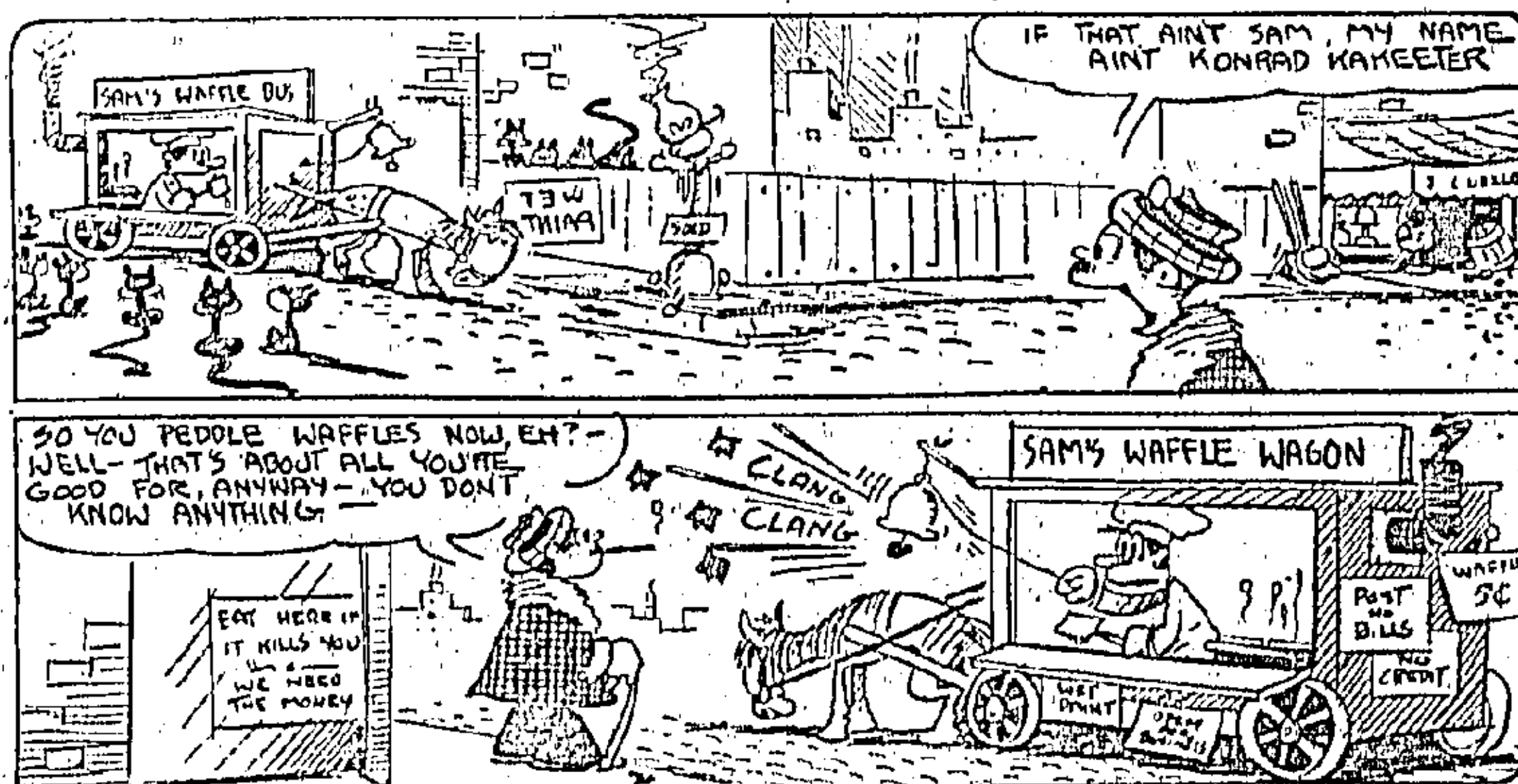
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By Swan



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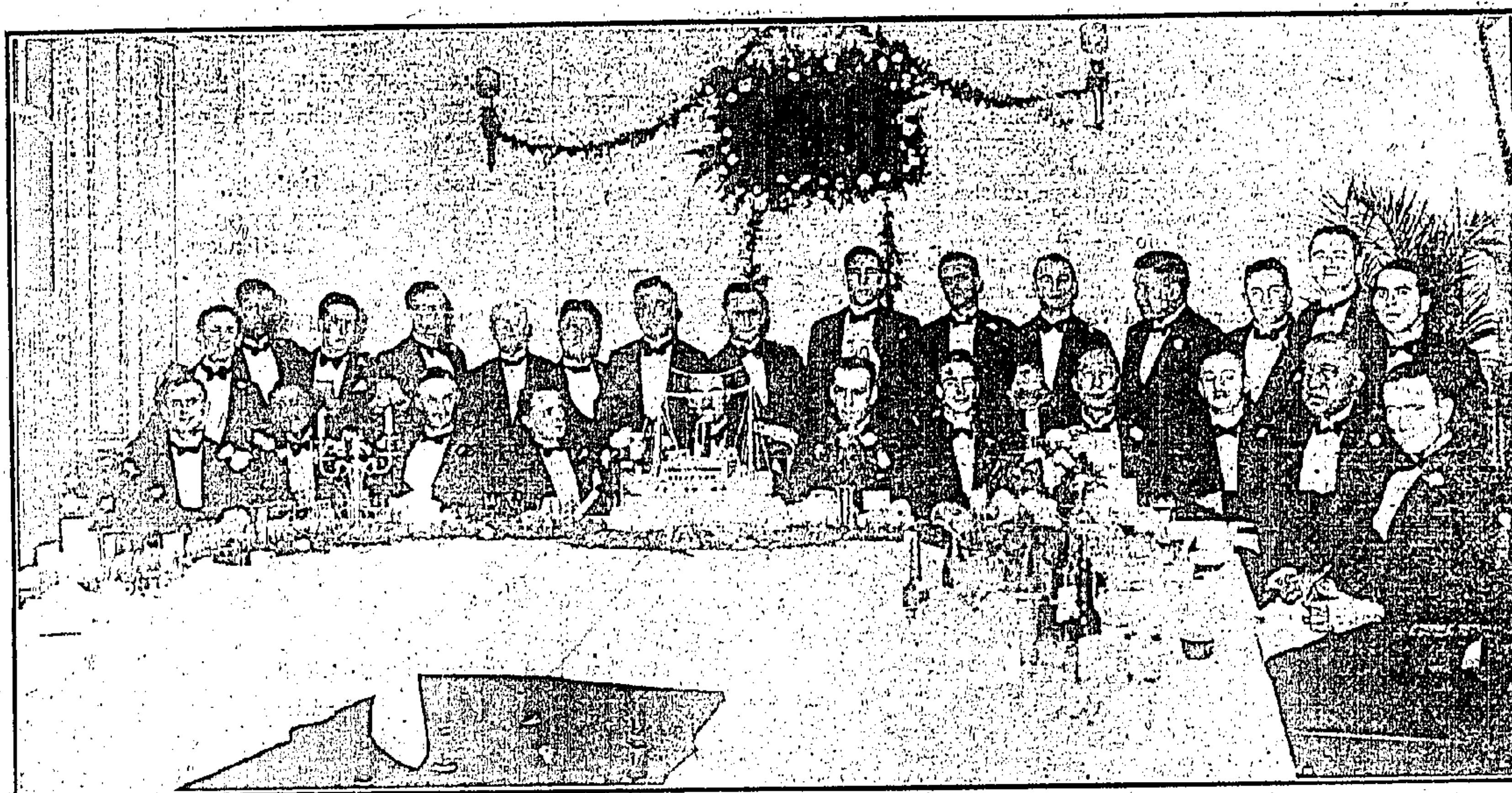




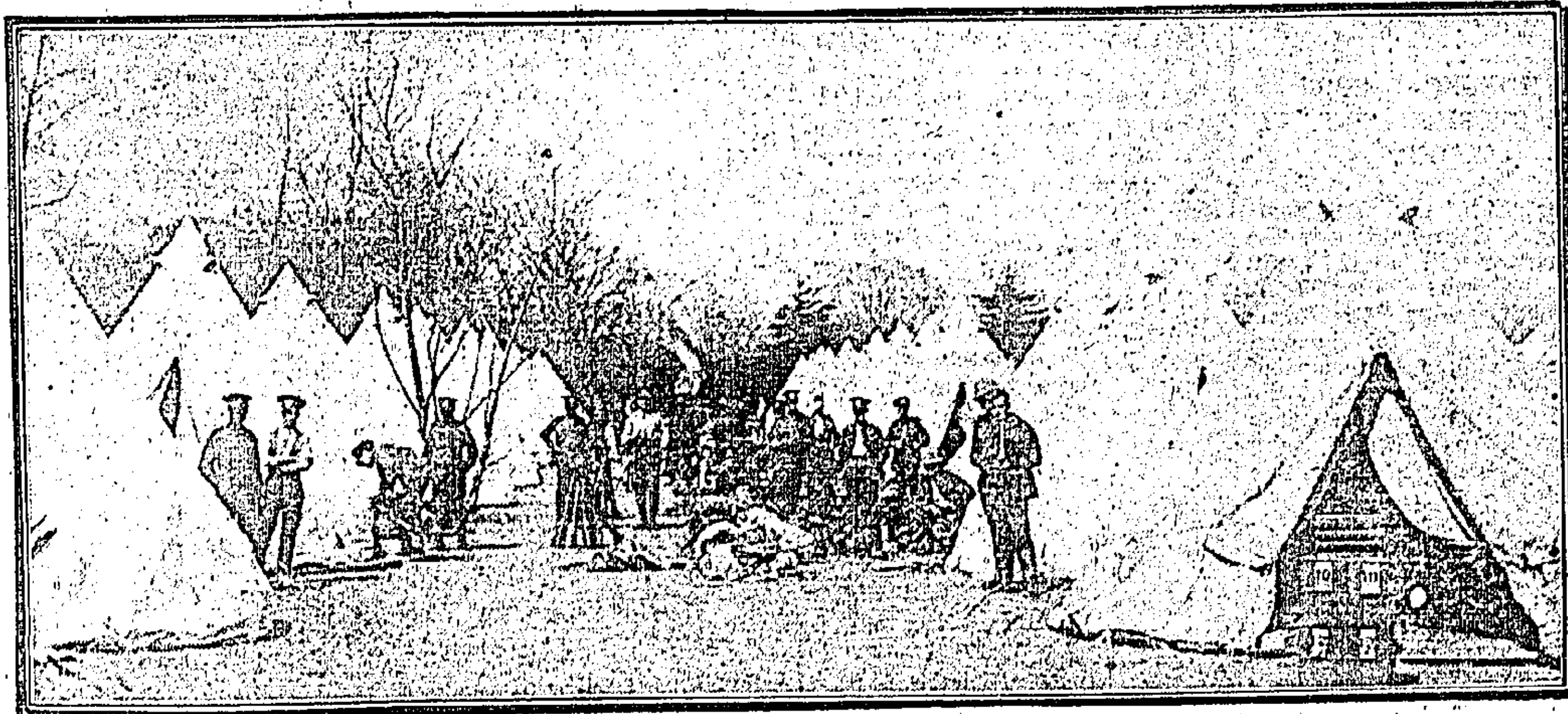
Miss Eva Ho Tung, who recently won the degree of Bachelor of Medicine and Bachelor of Surgery at the Hongkong University—the first lady to attain this distinction. (Photo engraving: S.C.M. Post.)



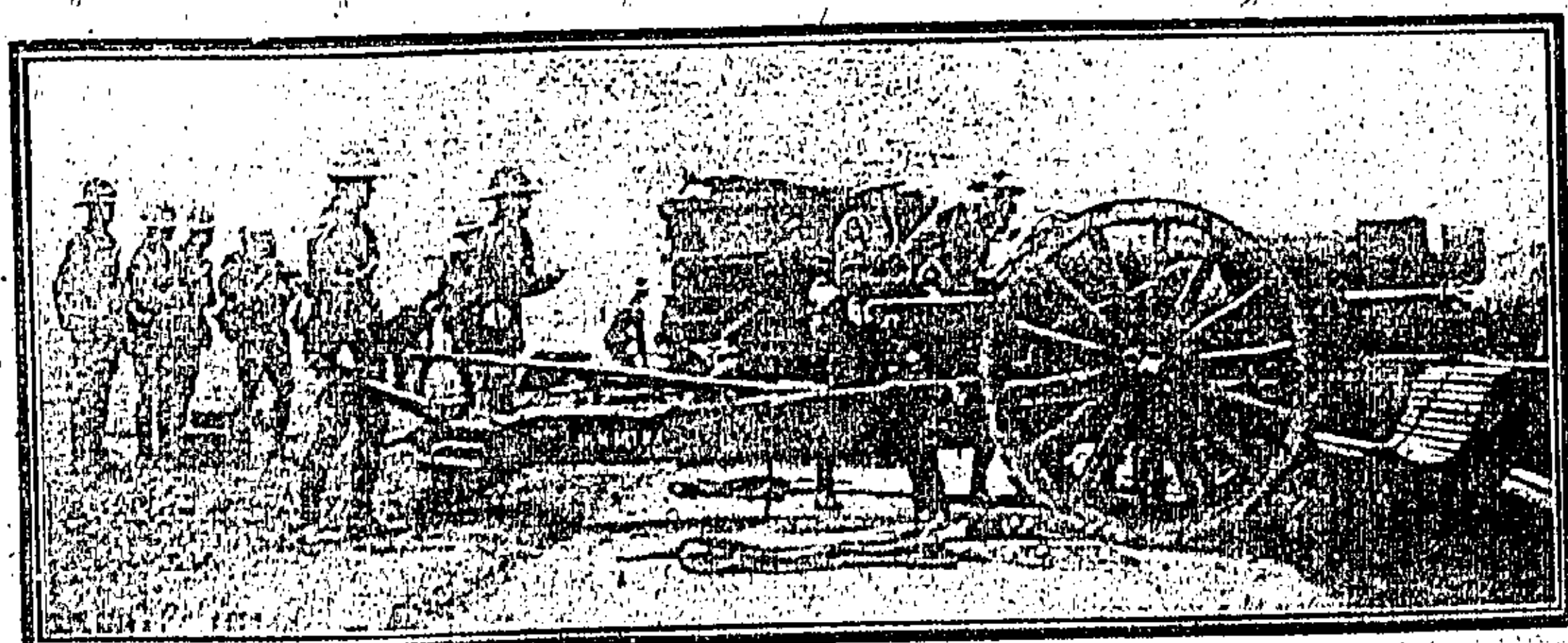
Group taken at the wedding of Mr. A. H. Mills, of the China Navigation Co., and Miss Edith Mary Gillespie, daughter of Capt. R. J. Gillespie, of Hongkong, which took place at Union Church on Monday last. (Photo: Ming Yuen; photo engraving: S.C.M. Post.)



Management and staff of the Hongkong and Shanghai Hotels, Ltd., photographed on the occasion of the farewell dinner given to Mr. W. J. Hawker, Managing Director, prior to his departure on leave. (Photo: Ming Yuen; photo engraving: S.C.M. Post.)



The Borders and Bodfords who are billeted in Jessfield Park, Shanghai, enjoying a few idle moments.



One of the howitzers landed recently at Shanghai from the transport Rhona and taken to the Race Course for practice.



The Revd. G. R. Lindsay, Vicar of St. Andrew's, who is shortly leaving for home. (Photo engraving: S.C.M. Post.)



In spite of oozy mud underfoot these Tommies have managed to keep cheerful while on duty somewhere along the "Western Front," between Brennan and Fahwah Roads, Shanghai.

Sleep in Comfort!



You will never have your slumbers disturbed by uncomfortable pyjamas if you choose our full cut and roomy

SLEEPING SUITS

New styles and cloths with either short sleeves and legs or full length.

Prices from \$6.50 \$7.50 per suit.

MACKINTOSH

& Co., Ltd.

MEN'S WEAR SPECIALISTS.

Alexandra Building—Des Voeux Rd.

DON'T NEGLECT THAT COLD!

Try a bottle of our special —

COUGH LINCTUS

Gives immediate relief.

Prepared only by

THE COLONIAL DISPENSARY

14, Queen's Road, Central.

Tel. C. 1788.

ROYAL & CO.

The Leading Shoemakers

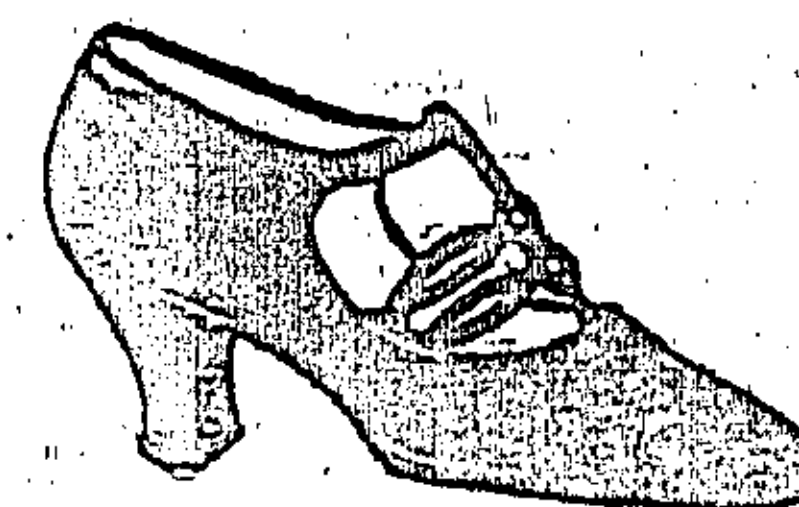
Established 15 Years.

All styles made to order.

Dancing Shoes a Speciality.

Try our cleaning cream.

Suitable for all coloured leathers.



No. 1, D'Aguilar Street,

Telephone C. 3237

PICTORIAL VIEWS OF HONGKONG.

Postcards and View albums.

Postcards 10 cents each.

" 40 " for 6

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Albums containing 40 views with description.....\$3.00 each.

MEE CHEUNG.

Studio, Ice House St.

Branch 7, Beaconsfield Arcade,

When buying Toilet requisites and articles for personal use, one wishes to be very sure that they are of the highest quality and of undoubted purity and freshness.

The Queen's Dispensary

guarantees these qualities to all who make their purchases there, and in addition a courteous and obliging service.

22, Des Voeux Road,

Tel. Central 492.

NEXT TO WHITEAWAYS

WHITEAWAYS STANDARD VALUES

The "PREMIER" Shoe for Men?



Special made for us by leading Northampton manufacturers. Black or Brown Calf with strong welted soles. Smart shape built for comfort and long life. All sizes from 6 to 10.

STANDARD VALUE PRICE **\$12.50**

CALL AND INSPECT THIS WONDERFUL VALUE.

WHITEAWAY, LAIDLAW, & CO., LTD.

20, Des Voeux Road Central, Hongkong.

The Hongkong Telegraph.

1-3 Wyndham Street, Hongkong.

Every afternoon except Sunday.

Annual Subscription H.K. \$36.00

Outports " " 43.20

Foreign Countries " " 50.40

For advertising rates apply to the Manager.

Cable Address:

"TELEGRAPH" HONGKONG.

CODES:—A. B. C. 5th Edition

Bentley, Western Union.

(TELEPHONE C. No. 1.)

Prepaid Advertisements

25 WORDS FOR \$1.00

(\$1.50 if not prepaid)

The following replies are awaiting collection:—

1392, 1342, 1397, 1441, 1444,

1456, 1462, 1453, 1512, 1516,

5, 26, 32, 38, 72, 80, 88,

101, 102, 118, 161, 174, 168,

191

BOARD RESIDENCE.

FAMILY HOTEL.—Victoria Gardens. Quiet apartments and suites of rooms. Full board from \$95, \$110, \$130 monthly. Large commodious rooms, also daily rates; five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel. K.357.

PREMISES TO LET.

TO LET.—55, Kennedy Road. Apply Young, Tel. C.906 and C.551.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 82, Kennedy Road.

TO LET.—Office Rooms, 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—From 1st April furnished flat at the Peak. Apply Property Office Jardine, Matheison & Co., Ltd.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

TO LET.—Detached House with Garden, No. 7, Conduit Road. Two 3/4 roomed Flats in No. 14, Conduit Road. Apply to H. M. H. Nemazea.

TO LET.—At Macdonnell Road. Bedroom with Bathroom attached, furnished or unfurnished; with or without board. Apply to Box No. 197, care of "Hongkong Telegraph."

KOWLOON HOUSE near ferry, five roomed, furnished for one year or longer. Linen and cutlery included. Half may be sublet by principal tenant. Small investors, Tel. C.4580.

TO LET.—European HOUSE, 4, VICTORIA VIEW, KOWLOON, near New Kowloon Hotel, three minutes from ferry. Apply Tung Tak Co., China Buildings, 6th floor. Tel. No. C.4926.

TO LET.—For a period of twelve months from the 1st April, 1927, "THE KENNELS," Magazine Gap. Fully furnished with Tennis Court and Garage. For further particulars. Apply to T. E. Griffith, Ltd.

CHEUNG CHAU.—To be let from 1st April, furnished bungalow, three bedrooms, large and well-kept garden, electric light. Ideal bijou residence near beaches at ferry. Particulars from Box No. 187, care of "Hongkong Telegraph."

NOTICE.

QUEEN'S COLLEGE OLD BOYS' ASSOCIATION.

The Seventh Annual Dinner of the Association will take place on Saturday, the 9th April, at 8 p.m. in the Hall of Queen's College.

Members desiring to attend are requested to communicate with the Hon. Treasurer, Chow Ping Un, Esq., c/o Assurance Finance Asiatic, China Building.

By Order,
QUEEN'S COLLEGE OLD BOYS' ASSOCIATION,
C. G. ANDERSON,
Hon. Secretary.

TUITION.

ENGLISH LADY, experienced teacher, with knowledge of Chinese, has vacancy for pupil from 9.30 to 10.30 each morning. Advanced or elementary English. Would be willing to form class of two or three pupils. Particulars from Box No. 164, care of "Hongkong Telegraph."

LOST.

FOX TERRIER.—White with brown on ears and tail. Vicinity Leighton Hill or Happy Valley. Finder please communicate with H. H. Pegg, Public Works Department.

LOST.—Between Nathan Road and Star Ferry, Hongkong. Small rattan basket containing needlework. Finder please return to Box No. 196, care of "Hongkong Telegraph."

FOR SALE.

FOR SALE.—14/28 Morris Oxford, 4-5 seater 1924 model. Wind screen, new spare tyre, etc. Owner leaving Colony. Apply Layton, 4a, Des Voeux Road.

A. S. WATSON & CO., LTD.

NOTICE is hereby given that the Forty-second Annual Ordinary General Meeting of the Company (since its registration) will be held at the Hongkong Hotel, Hongkong, on Saturday, the 26th March, 1927, at 11 a.m., for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the year ended 31st October, 1926.

The Register of Shares of the Company will be closed from Friday, the 18th day of March, to Monday, the 28th day of March, 1927, both days inclusive, during which period no transfer of shares can be registered.

John D. HUMPHREYS & SON,
General Managers.

Hongkong, 14th March, 1927.

THE COMPLEX PLASTER COMPANY LIMITED.

NOTICE is hereby given that the Third Annual General Meeting of the Company will be held at the Registered Office, 2nd floor, Powell's Building, Des Voeux Road, C, Hongkong, on 31st March, 1927, at 3 o'clock in the afternoon, for the purpose of receiving the Report of the Directors, together with a statement of accounts for the year ended 31st December, 1926.

The Transfer books of the Company will be closed from 23rd March to 31st March, 1927, both days inclusive.

THE HONGKONG EXCAVATION, PILE DRIVING AND CONSTRUCTION CO., LTD.

General Managers.

Hongkong, 14th March, 1927.

THE CHINA LIGHT AND POWER CO. (1918), LTD.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of The China Light & Power Co. (1918), Ltd., will be held at the Registered Office of the Company, St. George's Building, Chater Road, Victoria, in the Colony of Hongkong, on Wednesday, the Thirtieth day of March, 1927, at 2.30 o'clock in the afternoon when the subjoined Resolution will be proposed as an Extraordinary Resolution, viz:—

"That the regulations contained in the printed document submitted to the Meeting and for the purpose of identification subscribed by the Chairman thereof be approved and adopted as the Articles of Association of the Company in substitution for and to the exclusion of all existing Articles thereof."

AND NOTICE IS HEREBY ALSO GIVEN that a further Extraordinary General Meeting of the Company will be held at the same place on Thursday, the Twenty-first day of April, 1927, at 11.30 o'clock in the forenoon for the purpose of receiving a report of the proceedings of the above mentioned meeting and of confirming, if thought fit, as a Special Resolution the above mentioned Resolution.

A copy of the proposed new Articles of Association of the Company with the alterations, amendments and differences between the existing and new Articles incorporated and indicated in red ink can be seen during usual business hours at the Registered Office of the Company aforesaid.

SHEWAN, TOMES & CO.,
General Manager.

Dated the 12th day of Mar., 1927.

NEW ADVERTISEMENTS.

G. R. NOTICE.

It is hereby notified under Section 125 of the Vehicles and Traffic Regulation Ordinance No. 40 of 1912 that the undermentioned road will be closed to the Public until further notice:—
The section of San Shan Road between Pak Tai Street and Pau Chung Street.

(Sd.) E. D. C. WOLFE,
Capt. Supt. of Police.
Hongkong, March 18, 1927.

ANNOUNCEMENT.

We have this day been appointed Agents for Hongkong and South China, for Samuel Osborn & Co., Ltd., Sheffield.

Manufacturers of:—

High Speed, Carbon and Manganeese Steel, High Speed and Carbon Steel Twist Drills, Reamers, Milling Cutters, etc.

Files, Rasps and Saws;

Manganeese Steel Points & Crossings and Steel Castings and Forgings of all descriptions.

REISS, MASSEY & CO., LTD.,
Hongkong.

Hongkong, 17th March, 1927.

THE HONGKONG & WHAMPOA DOCK COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that the Ordinary Yearly Meeting of Shareholders will be held in the office of the Company, 2, Queen's Buildings, Hongkong, on Tuesday, 29th March, 1927, at noon, for consideration of the Directors' Report and Statement of Accounts for the year ending 31st December, 1926.

The Share Register and Transfer Books will be closed from the 23rd to the 29th March, 1927, (both days inclusive).

By Order,

of the Board of Directors

R. M. DYER,
Chief Manager.

Hongkong, 16th March, 1927.

GREEN ISLAND CEMENT COMPANY LIMITED.

THE 38th ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Office of the Company, St. George's Building, Chater Road, Victoria, Hongkong, on Wednesday, the 30th day of March, 1927, at 11 o'clock in the forenoon for the purpose of receiving a statement of accounts and the report of the Directors for 1926.

THE TRANSFER BOOKS of the Company will be CLOSED from Tuesday the 22nd March, 1927, until Wednesday, the 30th March, 1927, both days inclusive.

SHEWAN, TOMES & CO.,
General Manager.

Hongkong, 17th March, 1927.

THE DAIRY FARM, ICE AND COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the Thirty first Ordinary Yearly Meeting of the Shareholders in the Company will be held at the Company's Town Office, 2, Lower Albert Road, on Saturday, 26th March, 1927, at noon for the purpose of receiving a Report of the Directors together with Statement of Accounts, declaring a Dividend and re-electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 17th to the 26th March, 1927, both days inclusive.

By Order,

of the Board of Directors,

J. D. THOMSON,
Acting Secretary.

Hongkong, 11th March, 1927.

THE HONGKONG FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

The Fifty-eighth Ordinary General Meeting of Shareholders will be held at the Offices of the undersigned on Monday, the 28th March, 1927, at Noon, for the purpose of receiving the Report of the General Managers, together with a statement of Accounts for the year ended 31st December 1926.

The Share Register and Transfer Books will be closed from the 14th to the 28th March, 1927, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Managers.

Hongkong Fire Insurance Co., Ltd.
Hongkong, 7th March, 1927.

DENISON, RAM & GIBBS.

Mr. E. R. Ram retires from this firm on 31st March, 1927 and will have no interest nor responsibility in any work done by the firm after that date. The business will be carried on under the name of Denison Ram & Gibbs by Messrs. L. Gibbs and E. F. R. sample.

Denison Ram & Gibbs.

NOTICE.

The Directors of the International Race & Recreation Club of Macao, Ltd., request the pleasure of the presence of the public at the Inaugural Race Meeting of their Club, on Saturday, 19th and Sunday, 20th March, 1927.

S. W. CHENG,
Secretary.

Macao, 17th March, 1927.

GULA-KALUMPONG RUBBER ESTATES, LTD.

NOTICE is hereby given that the Transfer Books of the above Company will be closed from 21st March to 8th April, 1927, both days inclusive.

LOWE, BINGHAM & MATTHEWS,
Colonial Secretaries.

Hongkong, March 18, 1927.

CHURCH NOTICES.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road. Service: at 11.15 a.m. Subject: "Matter." Wednesday: Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday: 10 a.m. to 12 noon. Monday and Thursday: 5 to 7 p.m. The Public is cordially invited to attend the Service and visit the Reading Room.

St. John's Cathedral, Hongkong, March 20th, 1927, 3rd Sunday in Lent, Holy Communion, 8 a.m. Children's Service, 10 a.m. Matins, 11 a.m. Preacher: Rev. Matins, 11 a.m. P.C.F. Subject: "The Great Need." Holy Communion, 12 noon. Evensong, 6 p.m. Preacher: Rev. H.A. Wittenbach. Subject: "Christ and Him Crucified." There will be a Social Gathering in the Cathedral Hall after Evensong. A cordial welcome to Service men and others. Music. Light Refreshments. Thursday. The Holy Communion, 7.45 a.m. Choral Evensong and Address by Rev. S. H. Hewitt R.N., 5.45 p.m. Friday. Organ Recital Mr. Mason, 6.45 p.m.

NOTICE.

THE HONGKONG ROPE MANUFACTURING COMPANY LIMITED.

The Forty-third Ordinary Yearly Meeting of Shareholders in the above Company will be held at St. George's Building, Chater Road, Victoria, on Thursday, 24th March, at 11.30 o'clock a.m. for the purpose of receiving a statement of accounts and the report of the General Managers for the year ended 31st December, 1926, and electing a Consulting Committee and Auditors.

The Transfer Books of the Company will be closed from Friday, 18th March, 1927, until Thursday, 24th March, 1927, both days inclusive.

SHEWAN, TOMES & CO.,
General Manager.

Hongkong, March 12, 1927.

MACAO RACES.

THE INTERNATIONAL RACE AND RECREATION CLUB OF MACAO, LTD.

The General Committee of the above Club has the pleasure to cordially invite the General Public of Hongkong to attend the Inaugural Meeting to be held on the 19th and 20th March, 1927, (Saturday and Sunday).

The first race on the first day will commence at 2 p.m. and at 12.30 on the second day. There will be no charge for admission. Entrance Ticket can be obtained on application at the Club's Office, 20 Rua do Campo, Macao.

S.S. Sul An will leave for Macao at 8 a.m. on the 19th and 20th March, and return after 5 p.m. from Macao.

By Order,

S. W. CHENG,
Secretary.

CHINA AUCTION ROOMS.

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

of the

VERY VALUABLE LEASEHOLD PROPERTY.

SITUATE AT KOWLOON, IN THE COLONY OF HONGKONG

and known as

KOWLOON INLAND LOT NO. 1640, TOGETHER WITH THE BUILDINGS THEREON.

known as

THE KOWLOON HOTEL.

Area:—10,652 sq. ft. Crown Rent:—\$54.00.

To be sold by

PUBLIC AUCTION,

on TUESDAY,

the 29th day of March, 1927, at 3 o'clock p.m.

At the CHINA AUCTION ROOMS, 4, Duddell Street, Victoria, Hongkong.

by

Mr. E. V. M. R. DE SOUSA, Auctioneer.

For further particulars and Conditions of Sale, apply to

Messrs. JOHNSON, STOKES AND MASTER, Prince's Building, Hongkong, or to

Mr. E. V. M. R. DE SOUSA, The Auctioneer.

Hongkong, 18th March, 1927.

CHINESE ESTATES, LIMITED.

Fourth Ordinary Yearly Meeting.

NOTICE is hereby given that the FOURTH ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Office at China Buildings (5th floor) Hongkong, on Monday, the 28th March, 1927, at 12 o'clock noon, for the purpose of receiving the Report of the Directors and Statement of Accounts for the period 1st January, 1926 to 28th February, 1927; and of electing Directors (if any) and the Auditors.

The TRANSFER BOOK of the Company will be CLOSED from the 21st to 28th March, 1927, both days inclusive.

By Order of the Board of Directors,

HENRY LOWOCK,
Secretary.

Hongkong, 16th March, 1927.

THE BANK OF CANTON, LTD.

Notice is hereby given that the Sixteenth Ordinary Annual General Meeting of Shareholders of the Company will be held at the Head Office, No. 6, Des Voeux Road Central, Hongkong, on WEDNESDAY, the 23rd March, 1927, at 2.30 p.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1926.

The Transfer Books of the Company will be closed from the 8th March, 1927, to the 23rd March, 1927, (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board,

LOOK POONG SHAN,
Chief Manager.

Hongkong, 7th March, 1927.

HONGKONG ENGINEERING & CONSTRUCTION CO., LTD.

NOTICE OF MEETING.

NOTICE is hereby given that the Fifth Ordinary Yearly Meeting of Shareholders of the Hongkong Engineering & Construction Company Limited, will be held in the Offices of Messrs. Shewan, Tomes & Co., St. George's Building, Chater Road, Hongkong, on Wednesday, the 23rd day of March, 1927, at 11.30 a.m. for the purpose of receiving the Report of the Board of Directors and a Statement of Accounts for the year ended on the 31st December, 1926, and of electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 17th to the 23rd March, both days inclusive.

By Order of the Board,

S. COURTNEY COOK,
Secretary.

Hongkong, 8th March, 1927.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions from the Official Administrator, the Supreme Court, to sell by Public Auction,

on MONDAY,

the 21st March, 1927,

commencing at 11 a.m.

at their Sales Room, Duddell Street.

The Personal Effects of Mr. T. M. Henning (Deceased) and Mr. T. F. Glass (Deceased).

comprising:—

Drawing Compasses, Clothes, Sextant, Portable Gramophone and Records, Boxes and Suitcases, etc., etc.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on MONDAY,

the 21st March, 1927,

commencing at 11 a.m.

at their Sales Room, Duddell Street.

One Wardrobe Trunk, Two Suitcases and One Handbag and Personal Effects.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY,

the 22nd March, 1927,

commencing at 2.30 p.m.

at their Sales Room, Duddell Street.

A Large Quantity of Valuable Household Furniture.

comprising:—

Teak Hatstands, Glass Cabinets, Desks, Bookcases, Tapestry covered Chairs, Carpets, Pictures, Ornaments, etc., etc.

Teak Dining Tables, Dining Chairs, Sideboards, Dinner Wagon, Ice Chests, Dinner Service, Glass Ware, Kitchen Sundries, etc.



THERE is no worry or anxiety in rearing Baby healthily and happily, even in a tropical climate, when Glaxo is used as Baby's food.

Glaxo is the food that has been used to rear the children in five Royal Nurseries. Court Physicians see that Royal Babies have the best and most nourishing food—that is why Glaxo has been chosen.

Give your Baby Glaxo, and watch the difference after a few days; see how restfully he sleeps, how contented he is and how steadily he increases in weight. Ask your Doctor!

Glaxo

The Vitamin Milk-Food

"Builds Bonnie Babies"

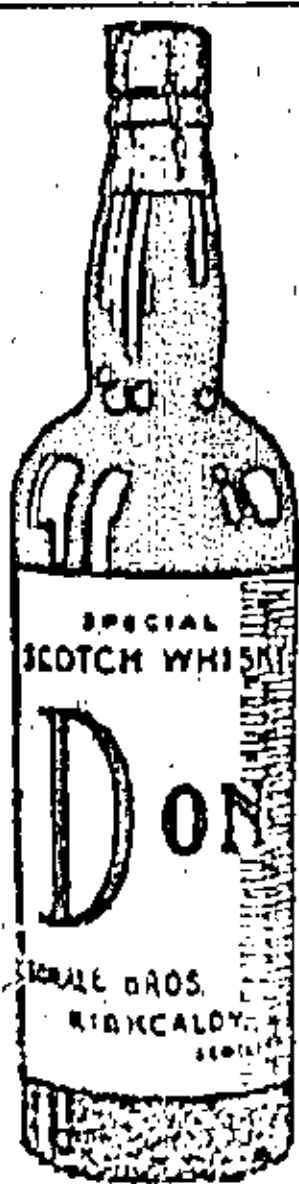
Sole Agents:—

W. R. LOXLEY & Co.

"RICKSHAW" BRAND
CEYLON TEA
Cheapest and Best

From all leading Compradores
PRICE \$1.00 PER LB.

Be Guided by the Quality—Not the Price.



WHEN THE DAY WORK
IS DONE—

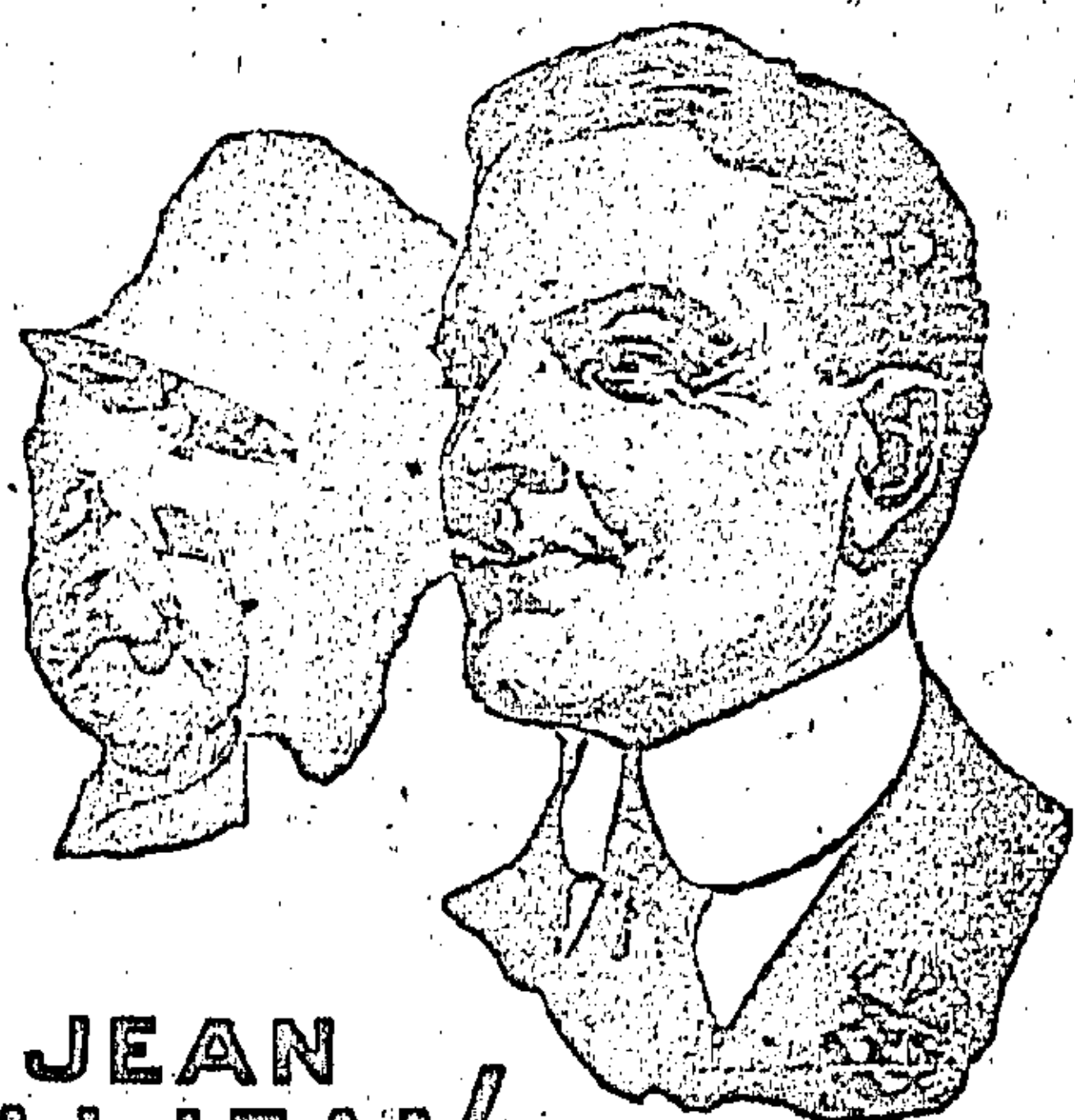
there is no stimulant to equal a DON and soda. It throws off the depression due to the climate, and fills one with the necessary vigour, with no unpleasant after effects.

JUST TO-DAY—when you feel fagged out—try a DON and soda. You will appreciate the excellence of this mellow, aged, pre-war favourite.

At your Club or Store.

N. S. MOSES & Co., Ltd.

Agents



JEAN
VALJEAN
"Truly a Cigar"

TABAQUERIA FILIPINA
LEADING TOBACCONISTS IN THE FAR EAST

MAILS LANDED AT ST. KILDA.

EAGER INHABITANTS CLAMBER ON TO VESSEL.

The inhabitants of St. Kilda, to the west of the Outer Hebrides, have spent a joyous week-end and a Fleetwood correspondent of the *Manchester Guardian* recently, at the second attempt, while on the way home from the far northern fishing grounds, the Fleetwood fishing steamer Robert Murray has succeeded in getting the nine bulky bags of mails, which included the overdue Christmas and New Year letters and parcels, to the islanders. It was the first ship to be able to get near the island since October so stormy has been the weather.

On Sunday the 9th the steamer was in the vicinity of the island in the darkness but the gale was so severe that the captain, J. Tomlinson, had to get away from such a dangerous place as quickly as possible, and soon afterwards came across another Fleetwood steamer coming home to whom he communicated his inability to land the mails. He proceeded to the fishing ground thirty-five miles away with the mails aboard, but on his way back to port this week with the weather moderating, he got into what fishermen call Parson's Bay, so named because the minister's house adjoins the beach.

"As soon as I got near the island I blew the steamer's whistle as hard as I could," said the captain of the Robert Murray, who arrived with his ship at Fleetwood this afternoon. "We could see there was a regular scramble of men, women, and children from the huts to the beach, and everybody, even the youngsters, gave a hand in assisting to launch a small boat—a discussed lifeboat. There was a scramble for places in the boat, for the whole population appeared to be trying to board the boat at the same time. They rowed to the Robert Murray—at least thirty bearded men, amongst whom was the parson. They scrambled aboard like cats and were begging tobacco, etc. from the crew. They got the mail bags transferred to their small boat and they also brought a small bag for us to bring back to England. They flooded us with orders for provisions, and asked us to take them as soon as we could. They were very short. I have bundles of orders for potatoes, flour, soda—they almost live on scones made of flour and soda,—paraffin, and tobacco. At the top of one order, and that from a female islander, was a request in prominent writing for a bottle of whisky. 'If I go out to St. Kilda again I shall take the provisions, and if I don't some other skipper will take them.' One of the crew of the steamer said there was a bag of apples in one of the mailbags. 'They must have been rotten with being there since November 9, and you could smell apples all over the ship. What the letters in the same bag would be like I don't know.'"

G.B.S. REVEALS A SECRET.

"THE DOCTOR'S DILEMMA."

There are no particularly rare or valuable volumes among the eight hundred books from the library of the late Mr. A. B. Walkley that are to be sold at Sotheby's auction rooms at the end of this month, but between the leaves of some of them are letters to the dramatic critic from Mr. Bernard Shaw, Max Beerbohm, and others that make whimsical and sprightly reading.

Two letters from the playwright accompany Henderson's critical biography of G. Bernard Shaw, and reveal who were the originals of some of the chief characters in "The Doctor's Dilemma" and "Arms and the Man."

One, dated from Welwyn, Nov. 18, 1906, runs:

"My dear A. B. W.—Let me bribe you . . . with some information that does not touch the artistic merits of my play.

"The scientific side of it is accurate and up to date. Sir Colenso Ridgdon the hero is, serupathologically [the name of a famous still living doctor] knighted last birthday (May) for his osonin discovery. . . . The situation of the doctor having more cases than he can treat, and consequently having to choose whom to cure and whom to leave, actually existed last year, and does to some extent exist still.

"The nuciform sac (of which you will hear in the play) is imaginary—a nom de theatre for the vermiform appendix.

"The blunders of the Court Physician are founded on fact." Mr. Max Beerbohm sent Mr. Walkley a copy of Henry James's "The Golden Bowl"—"It is one of those which are sought after—very rare, called in title-page copies." After remarking that "this work is James's very best thing," whereas "The Awkward Age" is "utterly damnable and unreadable," Mr. Beerbohm explains the rarity.

MOUTH ORGAN COMPETITION.

"STARS" AND AMATEURS PLAY "ANNIE LAURIE."

When it was first announced that a contest was to be held for the mouth organ playing championship people who had never before known that there was such a thing as the Mouth Organ League in existence were overwhelmed to learn that there would probably be as many as a hundred competitors, each of them in turn playing the same test tune, "Annie Laurie." The secretary of the League said that it was "impossible to estimate the probable number of competitors but so many had already entered that the contest had had to be postponed, and the final would be held on February 25. Each competitor will play "Annie Laurie," which has been selected because it is a simple tune giving plenty of scope for expression and individuality. He will also play a second piece, and as he may choose anything he likes, the audience, dazed with reiterated sentiments about Annie will be relieved to hear the competitors let themselves go on their own favourite pieces, perhaps sometimes on tunes they have themselves composed.

The Mouth Organ League has a membership of 5,000, including professionals who can make from £10 to £40 a week on the halls, and the rank and file who play to amuse themselves. When one hears the secretary talk about the organised bands of players who cover the country with great success, and about the stars who earn princely salaries, even though the instrument may have cost no more than a shilling, the vision of the amateurs of whom one knows most seems to fade away. The stars are so impressive, and there is heroism in the story of the £40 a week professional who gave up drinking and smoking and became a vegetarian in order to be physically fit and able to have full control of his breathing.

A New School Subject.

Some of these men have great endurance. There was one, for instance, who said when he put his name down as a competitor that he had played dance music the other night at a dance for three hours. No doubt he agrees with the Americans who teach mouth organ playing in the schools, not only because it leads the pupils on to study higher grade instruments, but because playing a mouth organ is such fine exercise and teaches the children to breathe correctly. The league, which is doing its best to raise the standard of playing and encourage it among boy scouts and in clubs and village institutes, would like teaching to be introduced into the schools here. One can imagine what the National Citizens' Association and other critics of our educational system would have to say about that.

But it is neither the music-hall performer nor the street player earning good money who is the mainstay of the league, nor even the star amateur admired by his mates. It is the man who plays for his own amusement when he is tramping along a country road on his day off, or who feels that his visit to a football match in alien territory would lose much of its charm unless he and his companions tramped along to the sound of a dozen mouth organs as they used to do long years ago in France.

The competitors are coming from Scotland, Wales, the Midlands, and the North, from mining villages and from industrial towns, and it is likely that some will cross from Ireland. It is hoped that the final will be decided at a London music-hall. Miss Kate Garney, one of the pioneers of mouth organ playing in this country, who has returned to the stage with her band after an absence of twenty years, and who has now booked engagements for three years to come, has promised to present the prizes.—Ex.

One day (he writes) in January, 1905 Mr. Methuen had the happy thought that an illustration on the title-page just might commend Mr. James's forthcoming book to Mudie's subscribers—and even to Boots's.

The author, Mr. Beerbohm continues, became aware of the illustration just before publication, and at once wrote a letter occupying three—and a half quires of note paper. Mr. Methuen then suggested cancelling these copies at the author's expense.

Mr. James's agreement was prompt and unconditional. But his telegram was longish. The operator at the Rye post office, working feverishly and without pause, spent more than three hours in transmitting it.

Perhaps because of the delay this caused, a few copies of the disfigured volume found their way into circulation.

Another document that will be prized is a postcard written from Max Gate, exactly twenty-three years ago yesterday by Mr. Thomas Hardy asking Mr. Walkley to accept a copy of "The Dynasts," because "some remarks in the preface may interest you."

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Metro Star, says
In the silent drama,
where the whole appeal
is to the eye, pretty teeth
are tremendously impor-
tant, and formerly a
great problem. Today
Pepsodent is regarded at
least as important as any
other part of "make-up."
How amazingly it acts
one never knows, till
using it after ordinary,
old-fashioned methods.



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How motion pictures' famous stars gain the gleaming, pearly teeth that
make smiles worth fortunes—how you can clear your own teeth the
same way. A simple test that reveals the most amazing of tooth methods
—a new method urged by leading dental authorities of the world.

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sell for thousands—that is,
some smiles. Gleaming teeth are
essential. Otherwise a smile can
have no value. So these people
follow the method here explained
not only for the satisfaction and
beauty they gain, but as a matter
of cold business.

Now a test of this method is
offered you—simply use the
coupon.

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the film which forms on teeth. Daily
teeth, dingy, discolored. Now they
are made whiter, more appealing.

Run your tongue across your
teeth and you will feel a film. A
film no ordinary dentifrice will
successfully remove, yet which
absorbs discolorations and clouds
and dulls your teeth.

Remove it and your teeth take
on a new beauty—a gleaming
clearness that seems almost in-
credible.

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people do.

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VALUE OF INVENTION.
LORD ASKWITH ON MAKING
LIFE EASIER.

"If it is true, as Sir William
Beveridge says, that the white
races are declining, then inventors
must come to the aid of the white
man," said Lord Askwith at the
annual banquet at the Holborn
Restaurant of the Institute of
Patentees.

It was only by invention, Lord
Askwith went on, that the white
man might be able to do some-
thing successful for himself. It
was calculated that £3,000,000,000,
or 20 per cent. of the value of all
the gold in the world, was being
used in the inventions of Mr.
Edison, so that if Mr. Edison
was not a great inventor he
certainly was a hard worker
and got other men to invent for
him. (Laughter.)

Edisonian Philosophy.

The philosophy of Mr. Edison
was that machines and more
machines were needed in order to
change the slavery and drudgery
of domestic life. There was, of
course, the slogan "Preach to the
slaves; there is nothing needed
but to break your bonds." The
slogan of Mr. Edison was that as
much work as possible by new in-
ventors was needed to secure men-
tal and bodily freedom.

Another great inventor was Mr.
Morris, of Oxford, the successful
Englishman who had told us that
the great point was to get hold of
a good thing and to obtain repeat
orders as fast as you could.

To that slogan was, of course,
the antithesis, "not a minute on
the day, not a penny of the pay."
(Laughter.) To that slogan Mr.
Edison undoubtedly would reply,
"Work as hard as you can during
the short 24 hours and the pennies
will take care of themselves."

Then, continued Lord Askwith,
there was Mr. Ford, who had told
us that one had got to find out
what the world wanted and then
to make it in great quantities.

Real Gist of Invention.

No matter how we looked at it,
the real gist of invention was how
to smooth the difficulties of life
and give people more of the ameni-
ties of life, so that in a small or
big way the world might be en-
abled to progress.

Sir Joseph Cook, High Commis-
sioner for Australia, said that he
saw nothing but progress on all
sides. People were too fond of
shouting that the British Empire
was dying and coming to an end.
It was time we got out of that
psychology. There was no evi-
dence whatever of any decline in
the British Empire.

At the annual meeting of the
Institute earlier in the day the
decision of the judges at the re-
cent Inventions Exhibition that
there was no invention last year
of sufficient merit to justify the
award of the Grey-Wilson Me-
morial gold medal was sharply
criticised.

Professor A. M. Low defended the
withholding of the medal,
which, he said, could be awarded
only for an invention of exception-
ally outstanding merit.

£4,000,000 FOR ART.
FORTUNATE AMERICAN
TOWN.

Approximately four million
pounds will become available for
the enrichment of America's art
collections and the extension in this
country of education in and ap-
preciation of art through the set-
tlement announced to-day of the
estate of the late Mr. E. D. Libbey,
of Toledo. This sum represents
the amount to be turned over to
the Toledo Museum of Art, the re-
siduary legatee under the terms of
Mr. Libbey's will, and ranks
among the largest bequests of
money ever made for such a pur-
pose.

The final estimate of the value
of Mr. Libbey's residuary estate
has been made possible by the sale
of estates and holdings of stock in
Libbey-Owens Glass Company, re-
presenting, roughly, 41 per cent.
interest, to a group of bankers
and industrialists. Contracts
covering the transaction have just
been signed with the approval of
the Probate Court.

Through the bequest the Toledo
Museum of Art, which already
ranks among the country's most
important art centres, will have
ample endowment to carry out
plans which include the erection
of a building to house the art
school, and a school of music, the
establishment of which is pro-
vided for in Mr. Libbey's will.

Then endowment of the institu-
tion, which previously has been
supported by popular subscription,
comes as a fitting climax to Mr.
Libbey's benefactions to Toledo.
Coming from Boston to Toledo,
he established a small cut-glass
business, which did not attract at-
tention until the World's Fair,
when his exhibit won much favour-
able comment. From this small
beginning he developed one of
Toledo's greatest industries and at
the time of his death left an estate
of approximately six million
pounds.

BRITAIN'S BUDGET.
WINE DUTY SURPRISE
LIKELY.

Mr. Churchill and his Treasury
officials have been searching round
for weeks for possible sources of
additional revenue in view of the
effects of the coal stoppage on
next year's finances.

I hear on good authority that he
is contemplating a considerable
increase of the duties on imported
foreign wines, says a *Daily*
Chronicle correspondent. Empire
wines will thus be given a still
greater preference than they en-
joy at present.

In the current year wine duties
are estimated to produce £4,000,-
000 (in round numbers).

The fact that wine duties in the
Irish Free State have been dou-
bled is significant.

To prevent excessive importa-
tion in the months previous to
the Budget to avoid the higher
duties Mr. Churchill has recently
given secret orders to Customs
officials to restrict clearances
from bond until April.

This seems to be a precaution-
ary measure in case he finally
makes up his mind to increase
these duties.

These orders lay down that
wines, "whether Empire or non-
Empire, whether low duty or full
duty," can only be cleared for
home consumption on the average
of the same quantities cleared
during the three months, Feb-
ruary, March and April, 1926,
plus 5 per cent.

An Unusual Order.

"The meaning of this is plain,"
a prominent wine trader told a
Daily Chronicle representative
last night. "Mr. Churchill means
to increase the duty, and wines
will cost more."

"He has taken a very unusual
course—and an unfair one—in
imposing this restriction. Hithert-
to clearances have been restricted
only a few days before the intro-
duction of a Budget—not three
months, as in the present case.

"In limiting clearances to the
same figure for the same period
last year, he has imposed another
injustice, for we all know that the
trade was practically at a stand-
still in 1926, with the trade slump
and the General Strike threat.
The 5 per cent. does not help at
all."

"It will upset many big con-
tracts. I know of one which was
cancelled this morning. In fact,
it is too much to say that for a
time it will mean chaos to the wine
trade, for traders will find it im-
possible to guarantee deliveries
they have promised."

The Chancellor has obviously
taken this course to prevent ab-
normal clearances before his Bud-
get announcements, but he should
remember that this is the time of
year when stocks are replenished
by retailers—a matter of ordinary
business and financial precaution.

"Perhaps he is taking a leaf out
of the Irish Free State book, for
over there they have doubled the
duties. Or perhaps this is just a
Mussolini touch."

"My own view is that Empire
wines will escape lightly, but that
in all likelihood we shall find
heavier duties on the heavy wines.
Different organisations in the
trade will be taking up this clear-
ance matter with the Chancellor."

**"WILLING TO GIVE
EVIDENCE."**

WHAT ADVERTISEMENT
BROUGHT FORTH.

Frederick Charles Smith, thirty,
haulage contractor, of Union
Wharf, East Greenwich, was
charged at Bow-street Police
Court recently before Mr. Fry
with attempting to solicit Mr.
Henry Stewart Moore, solicitor,
of Messrs. Stewart, Moore and
Twiford, Haymarket, to commit
an offence—namely, to suborn him
(Smith) to commit perjury, and,
alternatively, with doing an act
calculated to pervert the course
of justice.

A further charge of attempting
to obtain £7 by false pretences
was withdrawn.

Mr. Barker, prosecuting, said
that recently a Dr. Pierce was
convicted at Marlborough-street
of a grave offence, and in view of
an appeal his solicitors, Messrs.
Stewart Moore and Twiford, ad-
vertised for witnesses. On Feb-
ruary 1 Smith called at their
offices and said that he wanted
to help Dr. Pierce and was willing
to give evidence. He was asked
to call again, the police were com-
municated with, and when he re-
turned later in the day Det.-Sgts.
Beard and Patterson were waiting
in the next room.

Smith then said that he knew
nothing about the case, but was
"prepared to go down over on the
doctor's side." He added that he
would have to be told what to say.
Asked by Mr. Stewart Moore if
he knew Dr. Pierce he said he did
not. He had given false evidence,
he went on, in a previous case.
He asked £7 for his expenses, and
added, "There is no fear that I
will let you down."

Det.-Sgt. Beard, who had been
introduced to him as a friend of
the doctor's, then revealed his
identity, and arrested him.

Mr. Fry committed him for
trial at the Central Criminal
Court; bail being allowed.



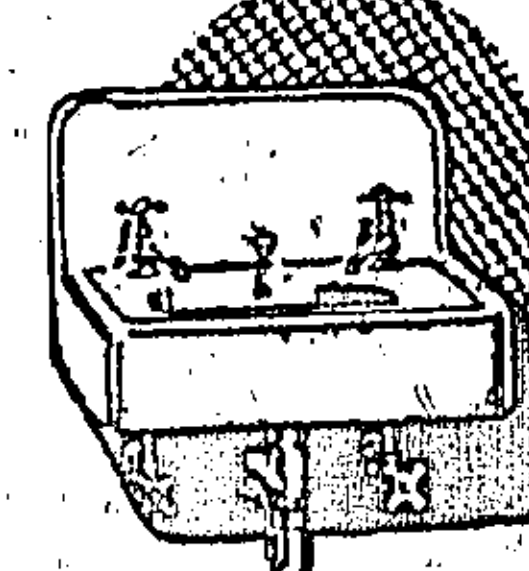
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and every age.

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pel bilious attacks, sick headaches,
liverishness, clear the complexion,
purify the breath. Your chemist
sells Pinkettes, or post free 60
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- " 3354 You
- " 3353 Give Me A Ukulele
- " 3352 Valencia
- " 3351 Cuban Raso
- " 3350 Barcelona
- " 3349 Only You and
- " 3348 Lonely Mo
- " 3347 Bye Bye Black-
- " 3346 Bird
- " 3345 Will You Be True
- " 3344 Bohadilla
- " 3343 (Bolshoi)

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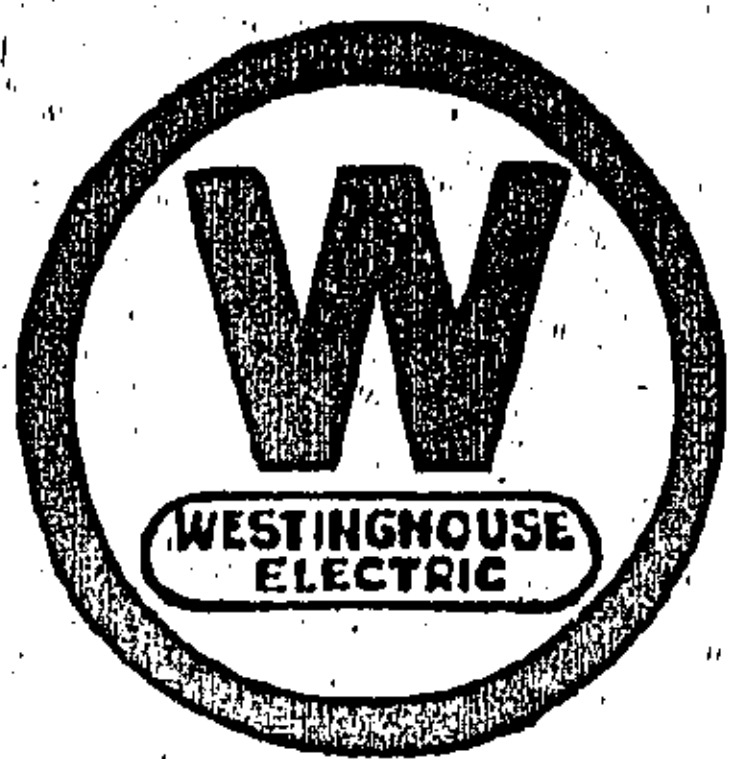
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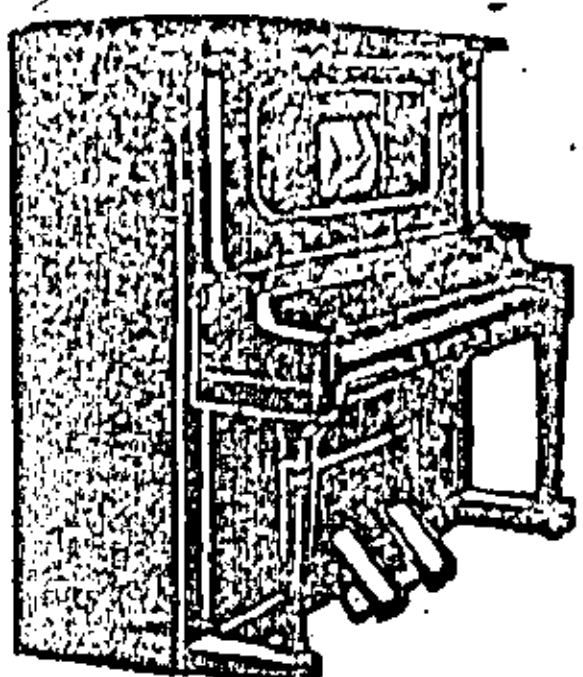
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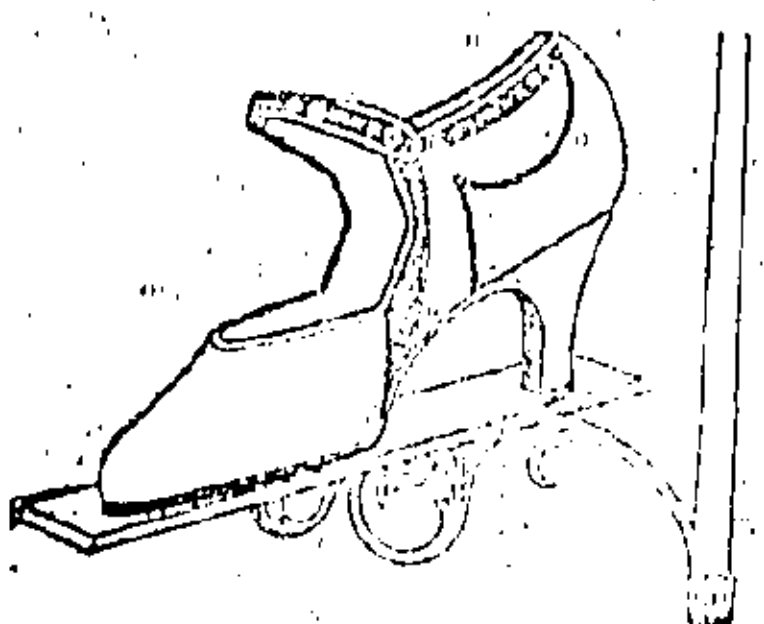
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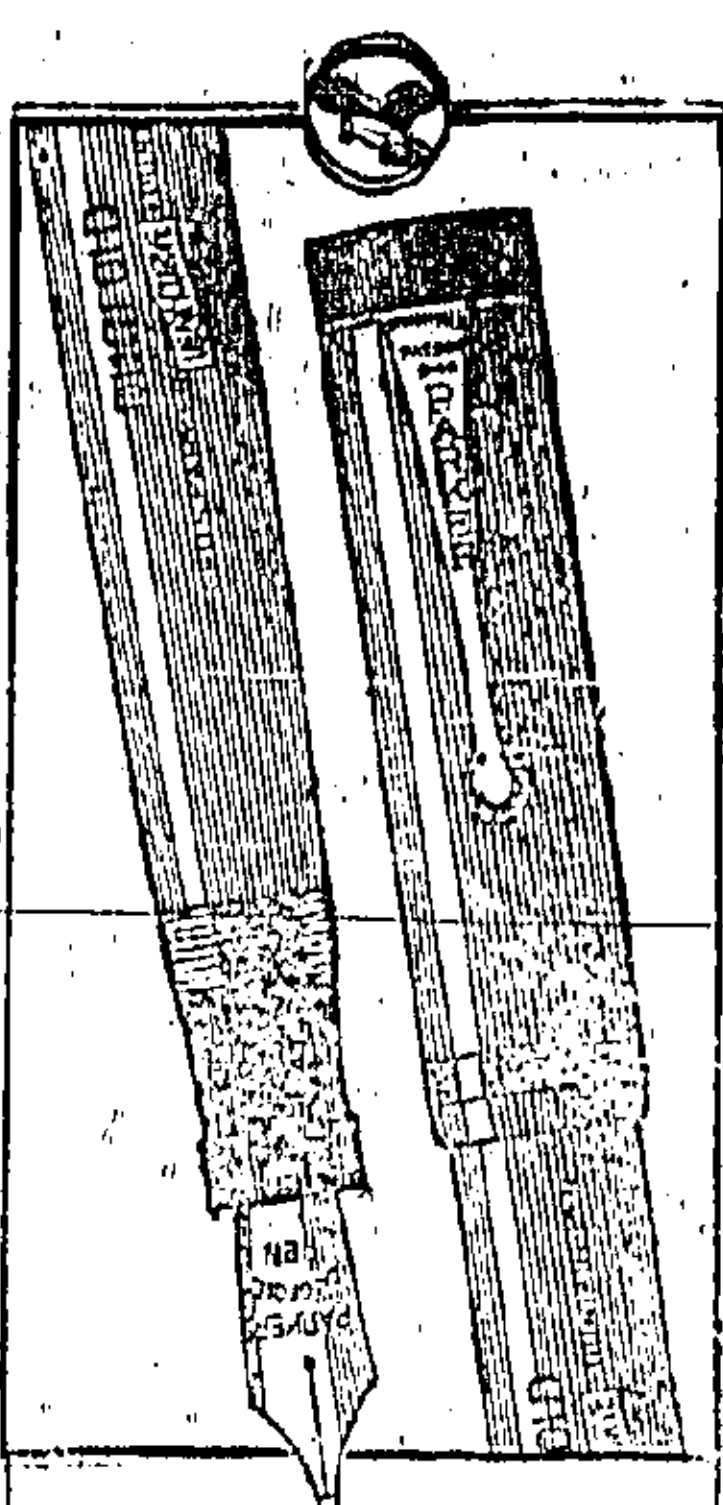
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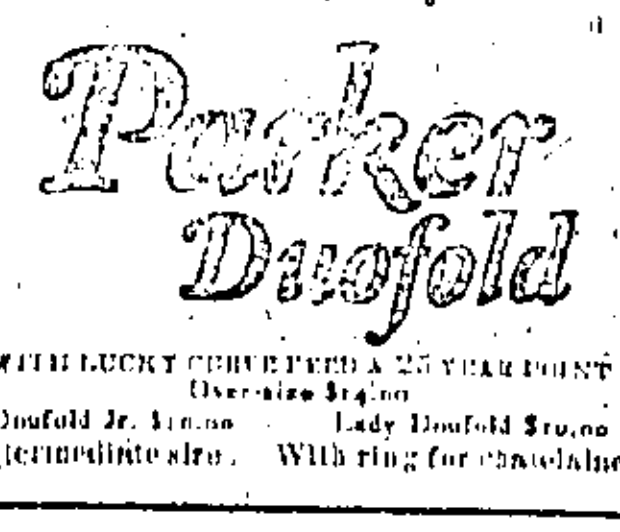
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YACHTING NOTES.

[By "Chau Kung."]

Tides for the week-end are for
Height and Time as follows:
Sat:— 6.2 10.20 2.1
Sun:— 6.4 10.30 2.3
6.0 22.40

It has been found necessary to alter the date for the Club versus Ladies' event to Sunday, 27th March, when the contest will be between teams of 4 boats.

All members are hoping for good "full-sail" breeze for the Service Members Cup. Last Saturday resulted in no race due to lack of a breeze, and the previous Sunday provided so much wind as to cause the postponement of the event against the ladies, so all hope for the happy event. The course will be given at the Club and the race will be sailed under sealed handicaps.

The Cruisers got off the 1st Championship event at the third time of asking on Sunday last over the course of Hongkong Island (S). The course was altered to Starboard to fit in better with the tides, and it was as well that this was done, for the wind on the South of the Island was particularly light and variable till well on to dusk when it filled to a good whole sail breeze.

La Cigale won a good race from Conquiste by just over 17 minutes on corrected time. These two with "U" and "I" were close together as far as Collinson point but here "U" and "I" were held up by a calm patch for a full hour, and saw the other two sail out of sight round Cape D'Aguilar.

"Brenda" and "Norseman" seeing her becalmed tacked to the Northward and held a good breeze all the time, so that when "U" and "I" got going, "Norseman" was over a mile dead to windward and "Queen Bee" had come up to within 150 yards.

With a true wind there was a delightful bit of sailing in Taihuo Channel and "U" and "I" led round Cape D'Aguilar by 1/2 mile from "Norseman" with "Brenda" about another 1/2 mile astern. Off Lower Ma Hoik, "U" and "I" again lost the wind and "Norseman" directing her course 200 yards outside of her, carried the breeze right down the Lamma Channel, sailing well over 6 miles whilst "U" and "I" covered a bare quarter. "Brenda" who was also held up in a most tantalising manner, was overtaken by "Queen Bee" and eventually gave up and put into Repulse Bay.

"Queen Bee" carried on and off the eastern entrance to Aberdeen was at one time slightly ahead of "U" and "I". They had a great race back to the Club and "Queen Bee" saving her time put "U" and "I" into 5th place, enabling "Conquiste" to tie for 1st position. The tie will be sailed off at some near date.

I hear that "Typhoon" slips along very well in a moderate breeze and is fairly well balanced as to helm. There is a suggestion that the mast might, with advantage, be reduced a little in height, but it is a little early yet to pass judgment since like all ships she has to find her self.

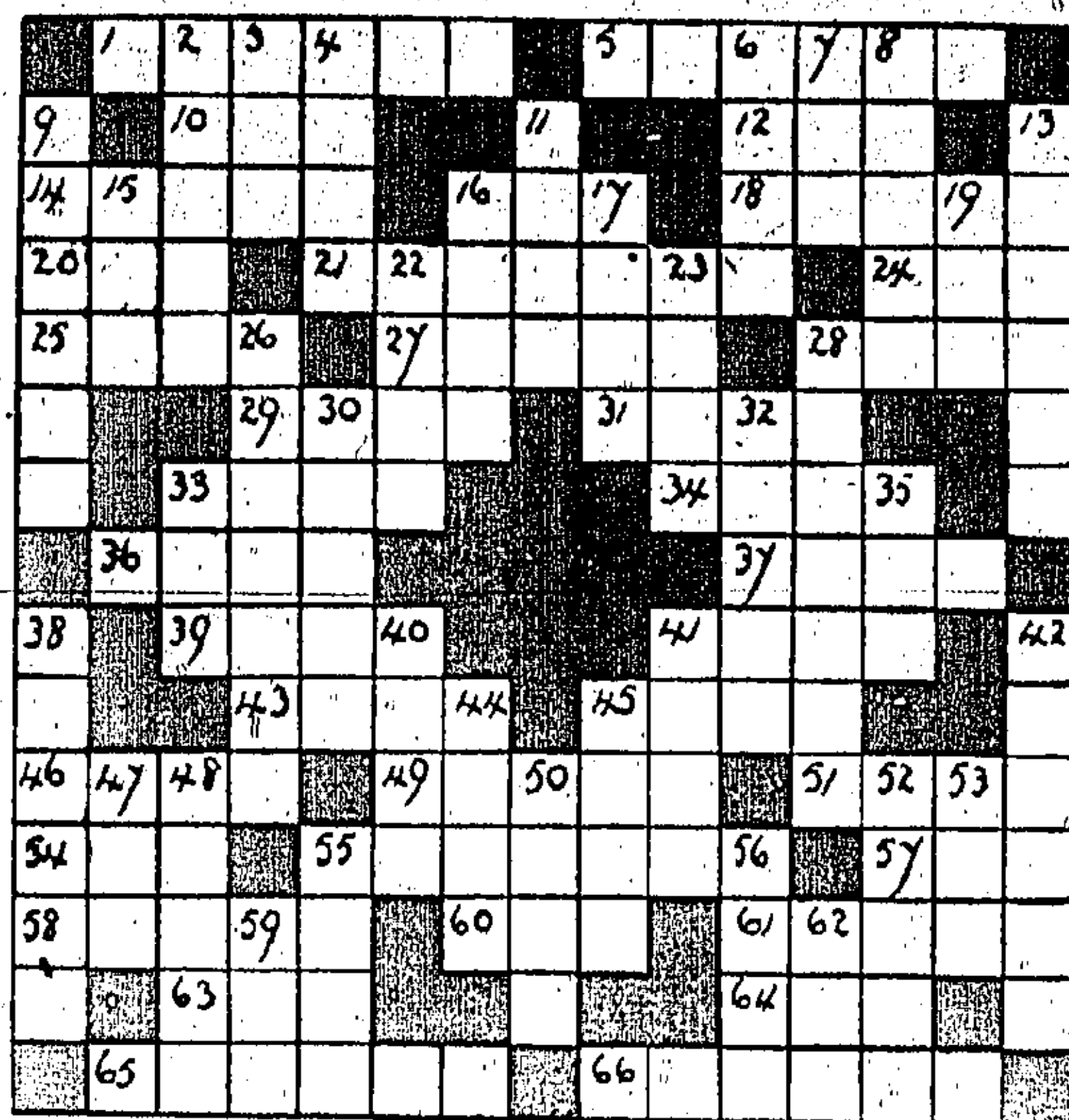
ATHLETICS.

SWEDEN'S RUNNER BEATEN.

New York, March 18.
The Slim Swedish champion Edwin Wide, running with smooth easy strides and the thickest American champion, Hahn, progressing in swift choppy steps, grimly contested every yard of the mile race amid the frantic excitement of 10,000 spectators at Madison Square Gardens, terminating in a victory for Hahn by four yards. The time was one-fifth of a second above the record.

Hahn's time was 4.12 and one fifth, within one-fifth of the world's indoor record.—*Reuter's American Service.*

OUR CROSSWORD PUZZLE.

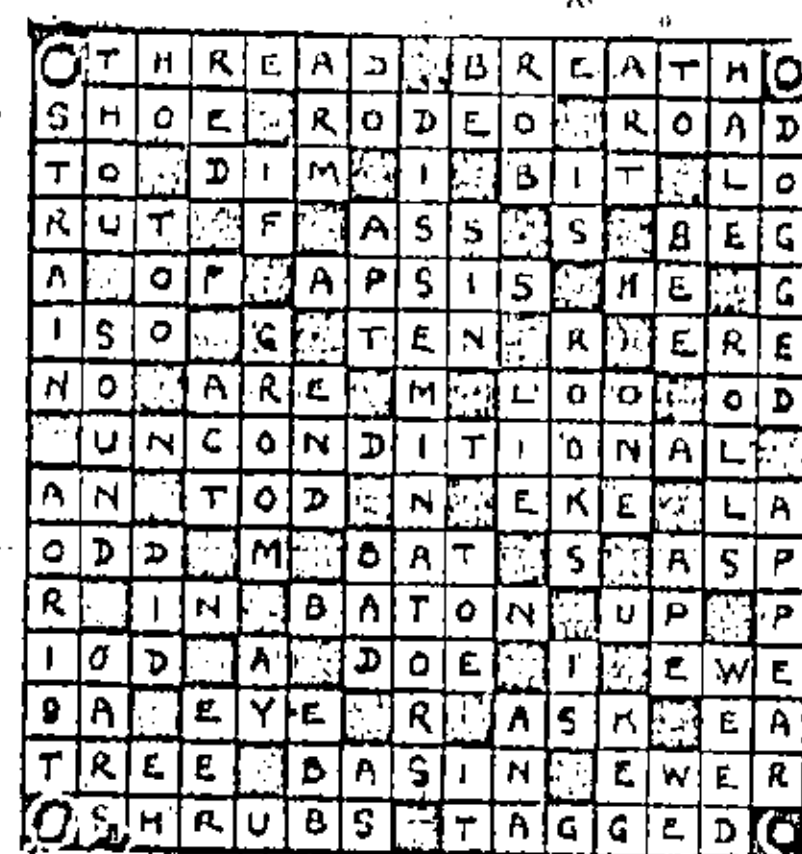


Across.
1 One who protests bills.
5 Cinch.
10 Fish.
12 Metal.
14 Worn by Jewish high-priest.
16 Garden tool.
18 Native nurses.
20 Title.
21 Kind of ship.
24 Clatter.
25 A dish.
27 Very swift.
28 Festival.
29 Natural covering.
31 Time.
33 Sharp quick bark.
34 Denominate.
36 Spiritual being.
37 Husks of grain.
39 Ocean.
41 Hard fat.
43 An Italian wine.
45 Target.
46 Music drama and painting.
49 Befall.
51 North-British native.
54 Obtained from pine.
55 Wives or husbands.
57 Sin.
58 Edible bulb.
60 Trap.
61 Division of poem.
63 Grown in Ceylon.
64 Perform.
65 A mace-bearer.
66 Fendle.

Down.
2 Used as pigment.
3 Abuse.
4 Subjoints.
6 Bellow.
7 Parched.
8 Permission.
9 Precept.
11 Used for washing.
13 Value.

15 A well.
16 Attend.
17 Send out.
19 Head gear.
22 Skip.
23 Superintend publication.
26 When really.
28 Used to hunt rabbits.
30 Otherwise.
32 First appearance in Society.
33 Affirmative.
35 Entangle.
38 Spacer.
40 Cease.
41 Confident.
42 Mother.
44 Venerated portrait.
45 Head shoulders, and breast.
47 Rushed.
48 Stale.
49 Pig-tails.
52 Hundreds.
53 A fragment.
55 Jagged point.
56 Mark of a wound.
59 Over.
62 A unit.

Yesterday's Puzzle.



CHESS.

THREE MATCHES PLAYED
LAST NIGHT.

Matches in the third round of the tournament for the Championship of the Kowloon Chess Club were played at the Central British School last night when Carvalho, the holder, met Wong, while Hayes, who has been runner-up in the Colony's Championship for the last two years was up against Randall and Smith, the Club secretary was matched against Paterson.

The three games resulted as follows:

Carvalho (Black) beat Wong, Hayes (White) beat Randall, and Smith (White) beat Paterson.

Will Retain Title.

New York, March 18.
The chess champion, Capablanca, whose title is at stake, is assured first place in the international chess tournament for a prize of \$82,000. The tournament is not yet finished but Capablanca with twelve and a half points cannot be overtaken.

Of seventeen games he has won seven and drawn ten.

Alekhi and Nimzowitsch are at present level for second place with nine points.—*Reuter.*

DAVIS CUP.

FRANCE TO MEET GERMANY.

New York, March 18.
In all probability France and Germany will meet in the semi-finals in the European zone. One of the interesting results of the Davis Cup draw is that both appear in the same half of the draw. Germany is considered to have a good chance of surviving the early rounds.—*Reuter.*

FRENCH FINANCE.

BIG INCREASE IN TAX
RETURNS.

Paris, March 18.
The yield in taxes for February exceeds 2,474,000,000 francs, showing an increase of 533,000,000 on the returns for February of last year and of 36,000,000 on the estimates.—*Havas.*

LAWN TENNIS.

NO PLAY YESTERDAY.

There were several championship matches arranged for yesterday afternoon on the Hongkong Cricket Club ground, but owing to the rain all were postponed.

"NO SIR!"

There is nothing which
has yet been contrived by
man, by which so much
happiness is produced as
by a good tavern or inn.
— Ben Johnson.

Come then to

THE COAL 'OLE

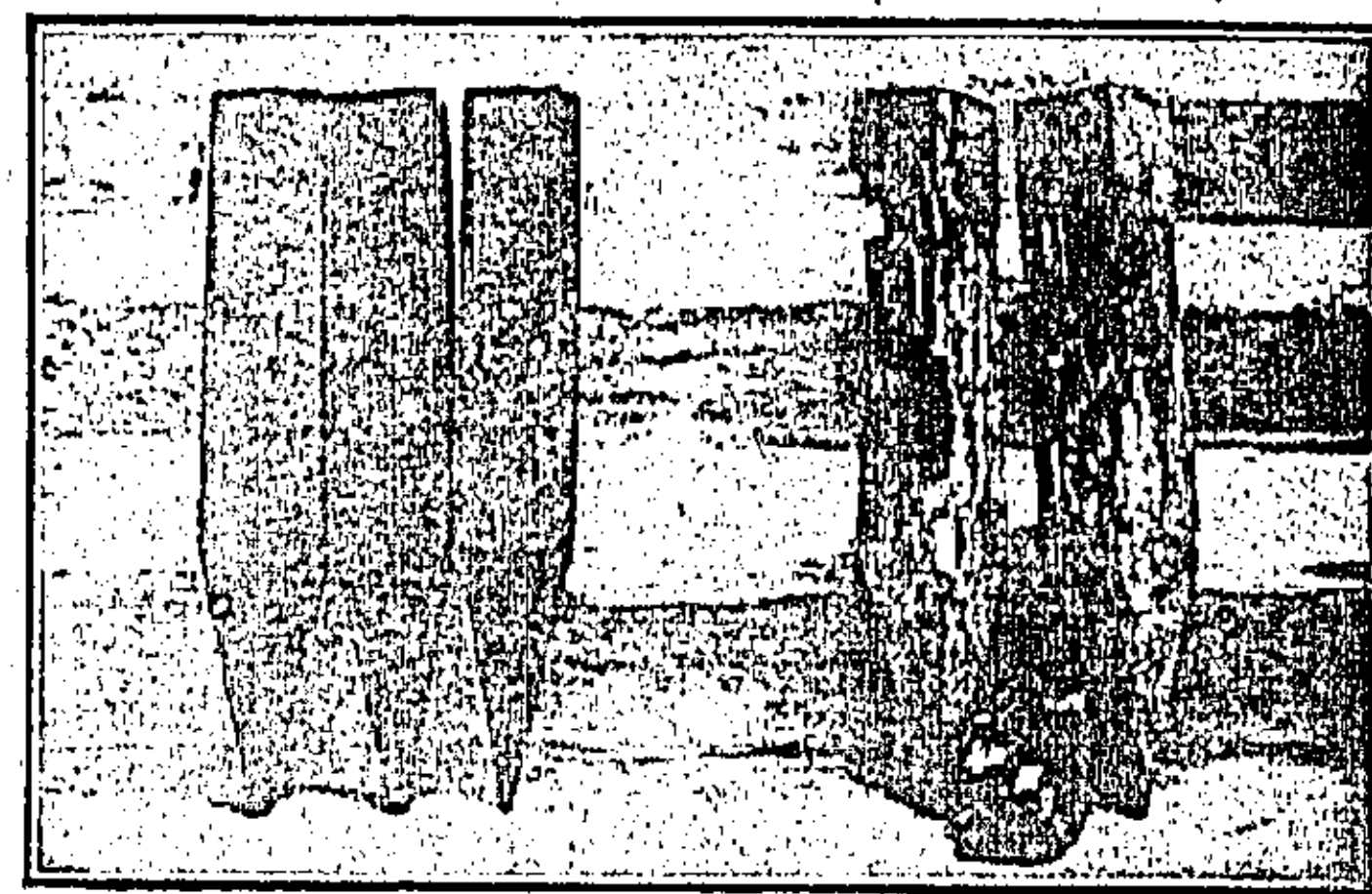
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Cheery Homely Good
Liquors Good
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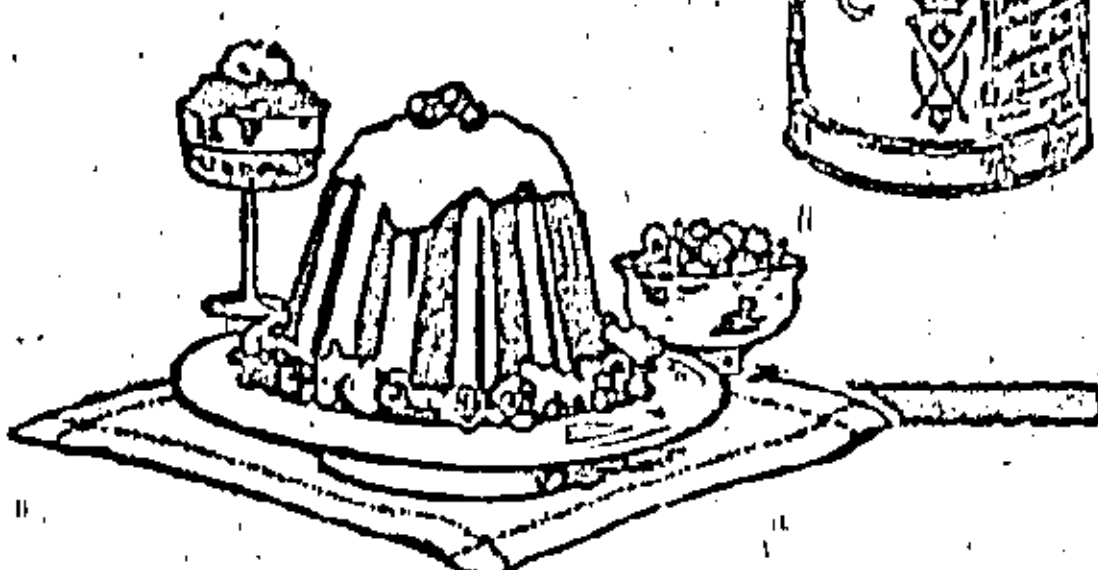
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BEACH'S " " .75 cts.

CHIVER'S 1lb Tin .55 cts.

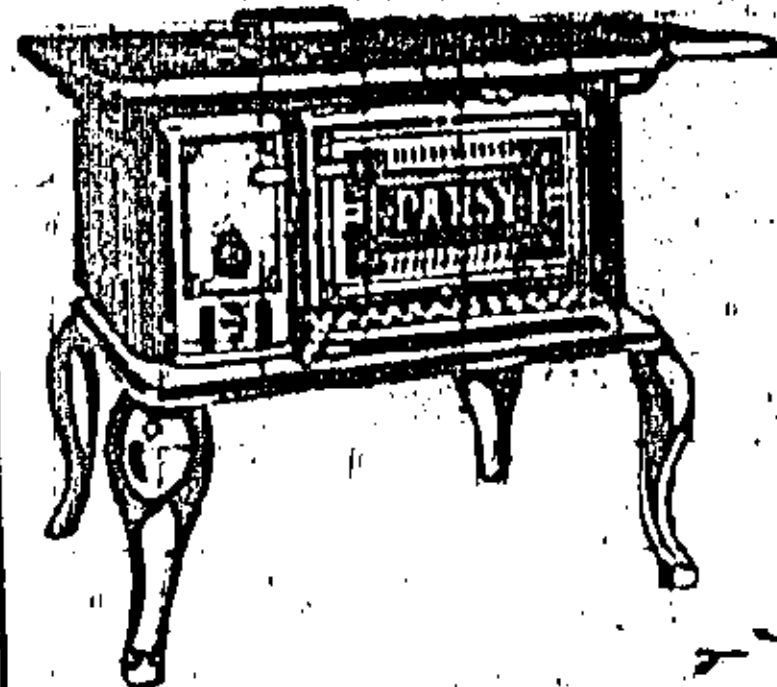
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55 cts. & \$1.00 per tin.

SCRUMPTIOUS WITH NESTLE'S CREAM

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CUT DOWN EXPENSES

In your kitchen by using a Pansy or Ideal Cooking Stove, which have been specially adapted to meet the requirements of the householder in China.

Economy in fuel is ensured by the use of the cheapest grade of coal which will give results unsurpassed by stoves, requiring the best grade of coal.

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Mustard & Co., Ltd.

Incorporated under the Companies Ordinance Hongkong.

Alexandra Buildings,
Des Voeux Road Central.

Mr. & Mrs. H. H. H. Priestley,

P. P. C.

The
Hongkong Telegraph.

SATURDAY, MARCH 19, 1927.

INDUSTRY'S PARTNERS.

It will be remembered that the new year was ushered in at Home to the accompaniment of much optimism regarding the prospect of a revival in British trade and industry, and, judging by the recent figures showing a big and progressive reduction in the number of unemployed, it would seem that that optimism was well justified. Even after allowing for the tremendous increase in the number of idle workmen which was the direct result of the coal strike, it was revealed this week that industry has re-absorbed a considerable number of workmen who were out of work this time last year. For this comparatively satisfactory state of affairs there is much to be grateful, although there is room for a lot of improvement. We note that during the early months of this year there has been much earnest enquiry at Home, among leading industrialists and others, regarding the prospects of industrial peace, and that these discussions have revealed a more favourable attitude among Labour leaders towards the idea of co-partnership, and that there has been some contemporaneous indication of agreement on the part of employers. It is time that, in dividing the joint product of Capital and Labour, i.e., profits, Labour should have other guarantees than those of force or coercion for its equitable share. Most Labour always threaten to go on strike in order to get what it considers its fair proportion? It is time that every balance sheet was intelligible to employees—either in itself or in a popular form, and it is time also that the truths of industrial psychology were realised by more than a mere handful of capitalists, for there is nothing which has proved more economical than the harmonising of industrial method with the human instincts of the workers. These are some of the main arguments which are being adduced in favour of the general adoption of the co-partnership idea, and those big employers who are antagonistic to it are displaying an attitude which drags far behind the times.

It is evident that the present time is peculiarly favourable to employers' initiative in this matter if they have the necessary foresight to move. Trade unionism has, during the past year, paid very heavily for the folly of its class-warfare and the saner minds among trade unionist ranks can regain the leadership if they show their fellows that moderation will be met half-way and that "high production" is something more than a mere trap. With judicious guidance and with employers showing the right spirit, it would be possible to-day to convert trade unionism from a negative into a positive and creative force in industry. There is a workaday temper abroad among workers and it is in such moods that they are reasonably plastic to suggestion. If the Federation of British Industries could evolve a policy of co-partnership and announce that its members were prepared to adopt it, then the full advantages of the present situation might be reaped. The question of the workers' place in industrial management touches one of the most sensitive nerves of the problem of industrial peace, for it is lack of status that rankles perhaps even more than what is considered low remuneration. Mr. Winston Churchill said the other day that never before had the English people so much to eat and, as that is more or less true, it only goes to indicate that industrial discontent has its roots in other than material conditions. The worker often feels that while, in the political community, he is a full partner by right of his vote, he must be either a subject or a rebel in the economic community. The day of autocracy in industry is going and we think that employers and employed will be wise to aim at the minimum of friction in its disappearance.

Disfiguring Our Streets.

The growing use of bill-boards in the streets of Hongkong, for the purposes of advertising, is a matter to which the authorities might with general benefit turn their attention. There is in existence an Ordinance under which power is given to prevent the exhibition of advertisements "in such a manner as to effect injuriously the amenities of any public place," and we recall, in this connection, that some years ago the practice of utilising the sails of sampans for advertising purposes was prohibited. Similarly, a local firm desiring to make use of an intermittent electric light sign was informed that this was not permitted. Later, however, the practice of displaying posters on bill-boards, and even on big sheets of cardboard, in the streets of the city, has started and it has now become so widespread that it is high time the authorities stepped in. These boards which can be seen resting against verandah pillars and other prominent places, are not only an eyesore, giving a cheap and tawdry appearance to our streets, but they are also, in many cases, an obstruction. In these respects, they are far more objectionable than advertisements on sampan sails and by means of flashing signs, both of which methods have been banned locally, and for the preservation of the amenities of our streets it is to be hoped that some effort will be made to restrict their use. In other times, the business centre of the city presented a spick and span appearance which contrasts sharply with the present-day conditions.

EXCHANGE RATES.

	London, Mar. 18.
Paris	124
Brussels	110
Amsterdam	112.13
Berlin	20.46
Copenhagen	18.22
Vienna	34.52
Helsingfors	192.5
Leban	2.17/32
Bucharest	47.5
Buenos Aires	2/5
Shanghai	2/0.11/52
Yokohama	4.80
New York	25.25
Milan	105.9/16
Stockholm	18.13
Oslo	18.59
Lyons	104
Madrid	27.70
Athens	3/0
Rio	5/5
Bombay	1/5.53/64
Hongkong	1/11
Silver (spot)	25.7/18
Silver (forward)	25.5/10

—British Wireless.

DAY BY DAY.

BE SILENT WHERE REASON IS NOT REGARDED, AND TRUTH IS DISTASTEFUL.—Fuller.

A Chinese case of puerperal fever was reported yesterday.

His Excellency the Governor has appointed Mr. Philip Jacks to act as Puisne Judge, until further notice.

Mr. Frank Baylis is to act as Deputy Shipping Master, during the absence on leave of Mr. G. W. Coys.

Tenders are being invited for the construction of two "A" Class reversible buoys 10' 0" Diameter by 8' 0".

A first dividend of \$2 per cent. has been declared in the matter of Sheow Lan O'Hoy, of 42, Sands Street, Kennedy Town.

In the matter of the Yue Hong Bank, in bankruptcy, it is notified that a first dividend of \$15 per cent. has been declared.

Lieut.-Col. Frederick Eaves, D.S.O., has been appointed to act as Land Officer and Mr. W. J. Lockhart-Smith to act as Assistant Land Officer.

His Excellency the Governor has appointed Captain P. C. Perfect, The King's Own Scottish Borderers, to be one of his Honorary Aides-de-Camp.

While working on a Japanese boat, a Chinese cargo coolie fell into the hold and suffered injuries to his head. He was removed to the Government Civil Hospital.

Mr. E. A. Ram is retiring from the firm of Messrs. Denison, Ram and Gibbs, on March 31st. The business will be carried on as heretofore by Messrs. L. Gibbs and E. R. F. Sample.

His Excellency the Governor has appointed the Rev. C. B. Shann to be one of the German Missions Trustees, during the absence from the Colony of the Right Reverend C. R. Duppy.

The accountant of the s.s. Leong Kwong has reported to the police that on March 5th he entrusted a servant with \$67.20 with which to buy provisions, but the man has since absconded with the money.

The Observatory returns for February show that the average mean temperature was 58.5, the highest being 74.2 and the lowest 45.9. There were 43.4 hours of sunshine and 4.35 inches of rain, whilst the average humidity was 78.

The health bulletin of Eastern ports for last week, issued by the Principal Civil Medical Officer, contains the following cases: Plague, Bombay 2, Colombo 3; Cholera, Calcutta 41, Rangoon 1, Bangkok 19; Small-pox, Bombay 52, Calcutta 285, Rangoon 30, Tuticorin 3, Bangkok 6, Saigon 1, Vladivostok 2.

The Superintendent of Imports and Exports has been appointed to exercise all the duties in connection with the issue of Chinese wine and spirit shop licences, dealers' licences and distillery licences which were under the Liquors Consolidation Ordinance, vested in the Captain Superintendent of Police, the Treasurer and the Captain Superintendent of Police respectively.

A further recital in aid of the Organ Fund was given in St. John's Cathedral last evening and was greatly enjoyed by all present. Mr. Frederick Mason, the Cathedral organist, gave some most delightful numbers, played with much skill, whilst Mr. C. D. Lake proved himself a really good tenor vocalist in his two songs. There is to be another recital at 5.45 p.m. next Friday.

Resealing of probate of the will of Alfred Heywood Heycock, of 11a Talbot street, Southport, retired merchant, who died on November 4, 1926, has been granted to Mr. W. E. L. Shenton, solicitor of Hongkong, attorney of Messrs. C. T. and M. S. Heycock, the executors. Mr. Heycock left estate in England of £15,120 and a local estate of \$3,100. In addition to numerous bequests he leaves £500 to the Southport Infirmary.

Sir Francis Aglen, Inspector General of Customs, was amongst the passengers who arrived here, homeward bound, by the P. and O. liner Mongolia yesterday. During his brief stay here, he was the guest of Lieut.-Col. Hayley Bell, Commissioner of Customs, with whom he yesterday had luncheon at H.E. the Governor at Government House. At night, Lieut.-Col. Hayley Bell gave a dinner party at his residence, Magazine Gap, in honour of the distinguished visitor, those present including H.E. the Governor and H.E. Major General C. C. Luard.

AT A FOOTBALL MATCH.

Justice as Well as Skill.

We were bound for my friend's club; but on entering the tube railway station found ourselves surrounded by a multitude of persons, mostly young, wearing cloth caps and, if not actually bolsterous, evidently eager and intent.

"What's on? Where are all these bound for?" asked my literary friend.

"For a football match, I think."

"What sort of a football match?"

"A professional football match, under 'Association' rules, between two famous English League Clubs."

"Oh, I see! But don't these youngsters play themselves, instead of watching?"

"To look on takes less time and trouble, I suppose; and the game adds a weekly enthusiasm to many rather colourless lives."

"The rage for spectacles in great arenas helped to end ancient Rome—Panem et circenses, you know."

"I know; but London is not quite ancient Rome. Have you ever seen one of these matches?"

"Never."

"Suppose we see this one." The man of letters gave me a swift glance.

"A proletarian football match?"

He shook his head.

"Why not? I have seen one before now—and not from the stand, but on the open terraces among the fans. That is the real thing."

A pause.

"I will come with you," said Letters—"for once."

So instead of battling with the crowd we joined it, and by the simple process of doing as it did we were at last sucked up above ground again by a swirling torrent of humanity. Then we were whirled down a mean street of small grey houses and mean little houses squeezed into an open yard that was loud with urchins yelling programmes, pushed in a queue, through one of a long line of clicking turnstiles, propelled from behind up a broad flight of stairs, and so let loose upon a great open terrace, seatless, but lined at intervals with iron rails, and commanding the vast, green rectangle of smooth sward—the field of play—marked out with white lines, and extending from the white and netted posts, at our end, to the opposite goal at the other.

Round three sides of the field ran sloped terraces identical with that upon which we stood, a fourth side on the right being wholly occupied by a huge roofed and sealed stand ornamented in the middle with a gable, surmounted by a great sphere, symbolic of the national and ineradicable British love of games.

A long ripple of applause flowed round the terraces; and a coloured file of players, ten of them black and white, ten of them red and white, with two goal keepers in green jerseys, came trotting into the field of play and grouped themselves about the two goals at which certain "forwards" proceeded to take desultory and rather aimless pot shots, while a lad near us whirled steadily with his right hand, a welcoming rattle provided with a peculiarly vibrant and raucous note.

"An enthusiast," said the literary man, with a hand over his left ear.

"Yes, and a partisan, I expect."

"Are they not all partisans?"

"By no means. Some are as aloof as any critic may be. To them, this game is a form of art, and they understand its technique through and through."

In the centre of the ground the two captains and the referee were

stanking hands before the battle. They spun the coin, took up their position. Amid murmurs of expectation and excitement, the game began.

There was cunning transfer of the ball from man to man, clever footwork, rhythmic weaving of patterns, long swerving runs down the wing at top speed, feet, heads and chests used as buffers, propellers, battering rams; there were cheers, counter-cheers, shouted comments.

The players swam about the nearest goal, the crowd sways and rocks with excitement. Bang! The ball has hit the cross bar, and rebounds into play, piebald with a white splash of borrowed white-wash.

"Near thing!" comments the man behind us. "Wake up the wids!"

"If Blair had been playing, he'd have had that. It's a reserve man they've got there."

Loud rumour again from the terraces, through which comes the referee's whistle, shrill and peremptory. The swelling sound this time is harsh and remonstrant.

"There is keen feeling in that noise," said the literary man. "It was a case of tripping—of foul play."

"Play the game, reds!" from behind us.

"Then the crowd do want fair play?" asked Letters.

"Always. Fair, fast, and clever play is what they ask for. Not even the partisans enjoy unfair football. 'Dirty work,' they call it."

"It never was the British way in sport. That's quite certain."

With varying fortunes the game continued as, moment by moment, the twilight closed and deepened over the ground. At the back of the stand the shadows loomed huge and black, the windows showing as rectangles of glimmering light against spaces of smoky darkness. Now the home right wing had the ball, and the outside, with a swift, swerving run, raced along the touch line, then slowed down, and deftly swung the ball right across the goal mouth.

The visiting back was waiting for it; but he misjudged his kick, and fell. Right beneath the bar the ball dropped, at the feet of a home forward, who trapped it with the toe of his right foot, took an instant's deliberate aim, and shot, hard and low, into the corner of the net.

"Goal!" from about 40,000 throats. Pandemonium! and a forest of waving caps. Guests and the roar of applause pealed round the terraces and from the stand. The youth with the rattle got value for his money at last. The game was restarted with the home team now ascendant and its partisans in cheerful mood.

Deeper grew the physical gloom over the football ground. Later matches flickered out, like stars, and vanished. Here and there, from the terraces, flared a blazing torch—a newspaper, lit to brighten the darkening proceedings. Mysteriously, spectrally almost, the players flitted, dimly visible in the gathering gloom. Of the man of letters, as we left the ground, I inquired:

"Bread and circuses, my friend. Was it so very bad after all?"

"Not so bad. The ritual game of 400 years ago has become a spectacle for the masses—and I shall go to my club next Saturday, instead of coming here. But I see that they like justice as well as skill. The 40,000 are sound; I think, at heart." P. A.

BASEL MISSION.

NEW ORDINANCE PENDING.

Notice is given that the President in Hongkong of the Basel Evangelical Missionary Society, with the consent of the German Missions Trustees, intends at an early date to apply to the Legislative Council of Hongkong for a bill incorporating the President for the time being in Hongkong of the said Society.

The Bill merely revives in an improved form the former incorporation Ordinance No. 2 of 1896, which was repealed by Ordinance No. 11 of 1919.

Section 7 of the Bill, taken with the Schedule, revests in the new corporation the immovable property formerly held by the old corporation which is now vested in the German Missions Trustees.

In addition to a previous gift of \$10,000 Mr. Bernhard Baron, chairman of Carrozas, Ltd., has given \$5,000 to the fund for the reconstruction and development of Middlesex Hospital.

FOR AGED POOR.

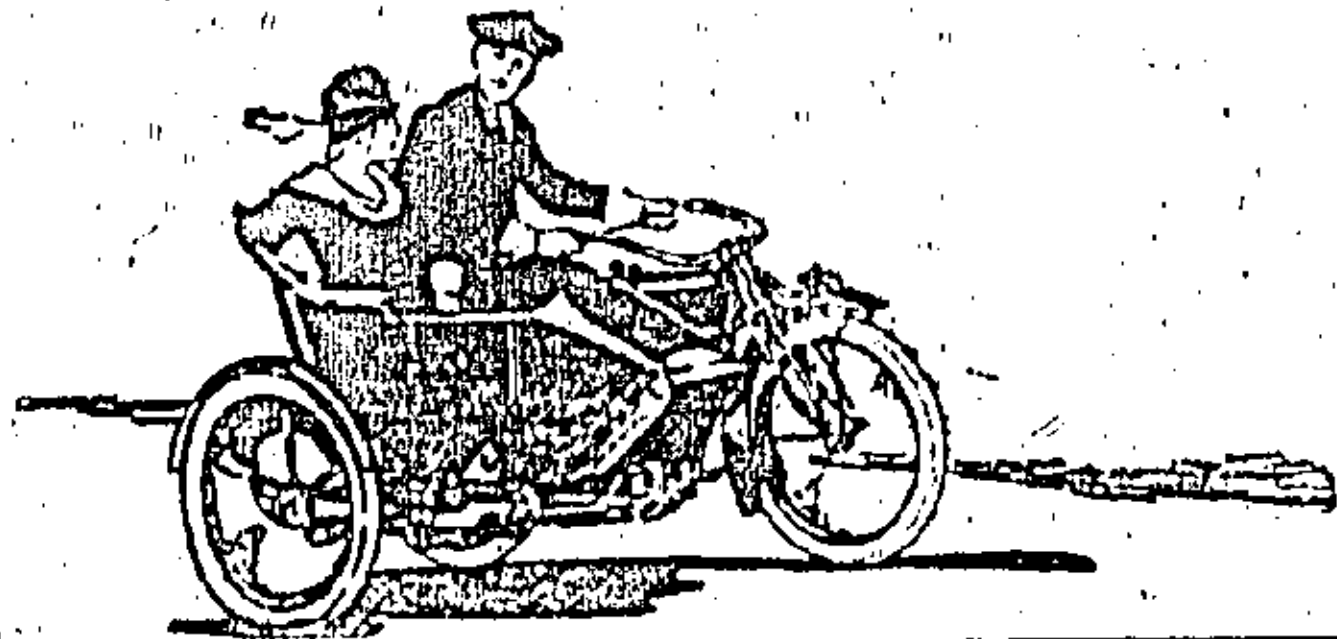
FEAST DAY OBSERVANCES.

To-day, being St. Joseph's Day, is the feast day of the St. Joseph's Home for Aged Poor at Ngau Sha Wan, Kowloon City. The Little Sisters will be pleased to receive visitors from 3 to 5 p.m. and show them over the Home.

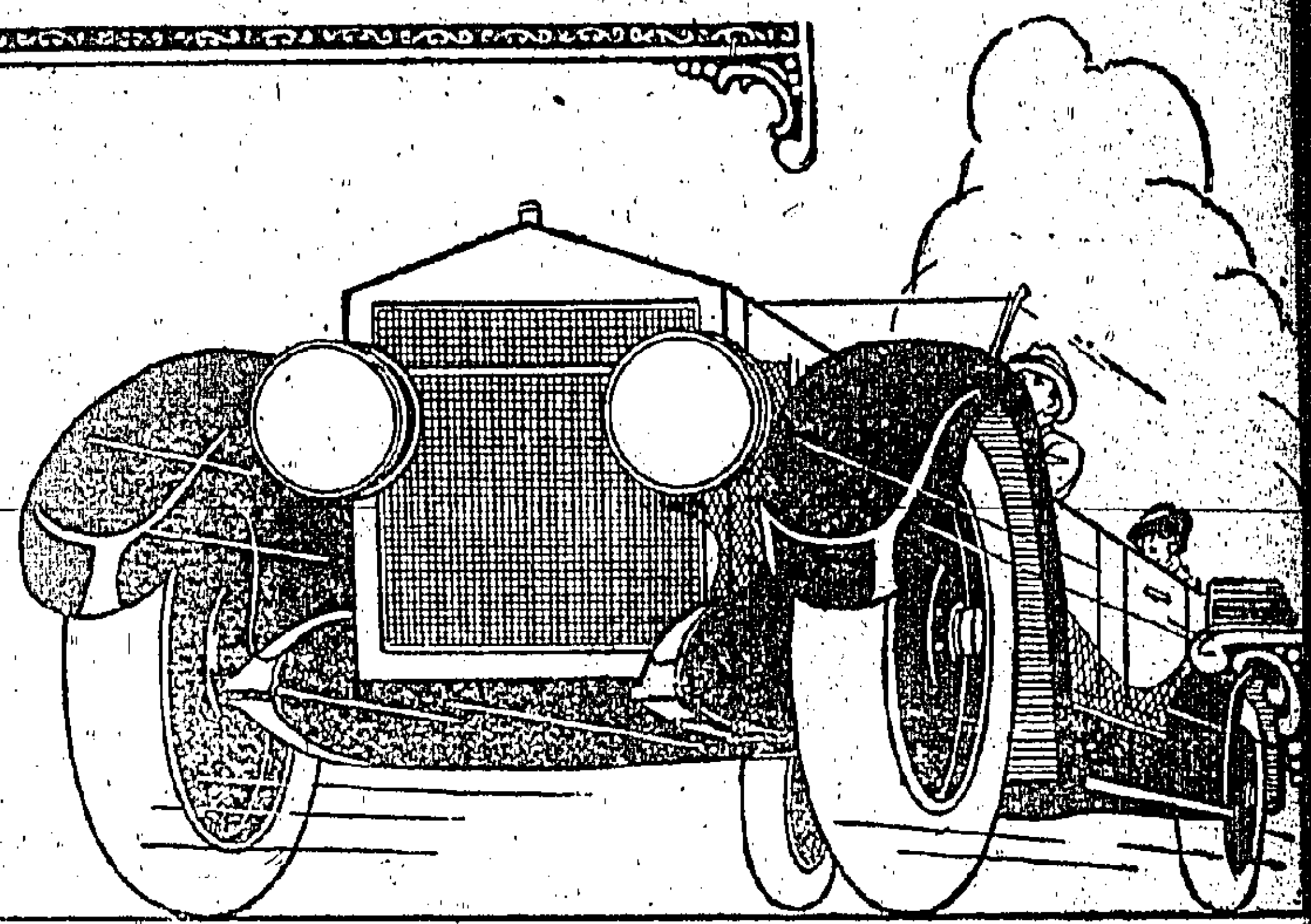
At 3 p.m. His Lordship Bishop Vallorta will give the Benediction. At 4 p.m. a special dinner will be served to the inmates, and visitors who wish to wait on them are welcome. Gifts of tobacco, cakes, sweets and other good things will be appreciated, and it would contribute much more pleasure in the giving if benefactors would take the articles to the Home and there join the group of distributors.

The war cemetery at Jerusalem on the Mount of Olives is nearing completion, and the memorial, in the form of a chapel, the cost of which has mainly been subscribed by members of the Egyptian Expeditionary Force, will be unveiled by Viscount Allenby on May 7.

MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH.
SATURDAY, 19th MARCH, 1927.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Motor Show.

The suggestion is occasionally heard that Hongkong should organise a Motor Show, but although such an event would prove invaluable in fostering trade, the most careful consideration would have to be given to such a project. In the first place, the financial outlay would be heavy, and a fund would necessarily have to be guaranteed to meet the cost involved. The present time is not opportune however, but with normal conditions re-established in South China, there should be ample support forthcoming should such an exhibition be proposed. As we have so often pointed out, China presents wonderful possibilities in regard to the development of the automobile industry, and when once order has been restored, the number of motor vehicles should show rapid increase. Assuming that happier relations existed, the holding of a Motor Show in Hongkong should appeal to every manufacturer who is alive to the potentiality of this market, and we believe that a preliminary sounding by the local agents would show that the various factories would gladly render every possible assistance. If a sufficiently large match could be erected on a central location such as the Murray Parade Ground, and a really representative exhibition arranged, good business should be recorded. However, as we mention above, the moment is scarcely suitable for action, but the suggestion may well be held over for future consideration.

Road Courtesy.

It has been suggested that when driving cars approaching cross roads, motorists should make it a rule to always give way to other motor traffic on their right, as this rule, if observed, would lessen the danger of collision. The suggestion has cropped up as a result of an incident which occurred recently in Jackson Road, when

a heavy motor lorry collided with a car traveling east along Chater Road. Had the suggested rule been in force, the accident would have been averted. In such collisions, it is sometimes most difficult to judge which driver is to blame, in the absence of a general rule for guidance. Owner-drivers would no doubt welcome such a regulation and professional drivers could soon be instructed by means of a printed notice.

Dangerous Practice.

The practice of carrying passengers on motor lorries is still indulged in, especially over in the New Territories, and it cannot be too strongly emphasised that steps should be taken to check it. Lorries are neither licensed nor constructed for passenger carrying, and with regard to the licensing question, they unfairly compete with the bus companies who have to pay a heavier fee, while their construction makes them dangerous means of passenger transport. The question of arrangement and weight of load also requires attention.

Road Obstructions.

All road obstructions should be illuminated at night by means of red lamps, and although this is generally done, obstructions are occasionally encountered which are not so indicated. Road repairs and alterations are necessarily numerous, and it would perhaps be a good idea if not only were red lamps employed, but that green lights be provided to show where the track is clear to traffic. It may be claimed that powerful headlights should enable motorists to see any obstruction, but it sometimes happens that headlights are anything but powerful, or that trouble has developed with them whilst on the road. During the week a motorist collided with an obstruction on the Island Road. It happened to be a wretched night with visibility bad, but even so, had the danger been properly illuminated, the accident would not have happened.

SMALL CAR TRIUMPH.

Winner in a Difficult Climbing Test.

An idea of the difficulties of the race over the Lake Garda circuit, which is organized annually by the Automobile Club of Brescia (Italy) may be gathered from the fact that out of fifteen starters only four succeeded in covering the full distance. The race was held on October 17 on a circuit about 7 1/2 miles round, to be covered twenty times, giving a total distance of 152 miles, comprising difficult winding roads and a climb on the road named "Z".

The winner in the 1,500 c.c. was Ferrari, who drove one of the smallest cars in the race, a Fiat 509 of only 990 c.c. with which he covered the distance in 3 hrs. 23 min. 59 sec., thus maintaining an average of 44.7 miles an hour. The second car was a Chiribiri, of 1,500 c.c., which finished in 3 hrs. 27 min. 13 sec.

In the 2,000 c.c. class the winner was Count Maggi, driving a Bugatti, with which he averaged 53.6 miles an hour. Another Bugatti, handled by Antonehi, came in second.

STRANGLER MOTORIST.

Scarf Entangled in the Machinery.

With the aid of a scarf, at the inquest at Cambridge recently, on Dudley James Handley-Seymour, an undergraduate of Clare College, and son of Major James Burke Handley-Seymour, of Wadham Gardens, Hampstead, N.W., a policeman demonstrated how probably Mr. Handley-Seymour was strangled by his muffler being caught in the machinery of his motor-car while he was making some adjustment with the engine running.

P.C. Holmes said that he found Mr. Handley-Seymour outside his garage in Chesterton, a suburb of Cambridge, leaning over a motor-car with the bonnet up. His head was down in the engine and his face was discoloured. A long scarf was round his neck and one end was fast in the machinery. They had to cut the scarf to get the body away from the car. Apparently he had been in that position all night.

Dr. F. B. Parsons said that when he saw the body life had been extinct for 6 or 8 hours. The sudden pressure on the windpipe and bloodvessels as the scarf wound round the shafting caused asphyxiation, and death was practically instantaneous.

A verdict of Accidental Death was returned.—Ex.

MOTOR CYCLE NOISE.

Silencer Trials at Brooklands.

The police war on noisy motor-cycles has led the Auto-Cycle Union to hold a series of motor-cycle silencer trials at Brooklands.

It is hoped that they will result in an arrangement between the police and the Auto-Cycle Union whereby some uniform basis will be established on which prosecutions may be based in future.

The silencers were tried while the engines were running at 2,000 revolutions a minute. In addition, a reading of r.p.m. was taken at a definite opening of the throttle. Each silencer was weighed and the space it occupies measured.

CURRENT HUMOUR.

Voice at other end of phone: "Is that Mrs. Hooper? I regret to inform you that your son has been arrested for joy-riding."

Old Lady (in night clothes): "Thank goodness! He's safe in jail."

"Does your father keep the Ten Commandments?" asked the Sunday school teacher. "I'm not sure," replied little Mary, "but I'm afraid it's all he can do to keep up with the traffic regulations."

"An American firm has published 'The Story of the Motor Car.' Sort of an autobiography, as it were.—Passing Show."

HUGE EXPANSION.

Hudson-Essex Plant.

\$17,000,000 Scheme.

To make ready for the new Hudson-Super-Six and Essex Super-Six models which it is displaying at the show, the Hudson Motor Car Co. has just completed one of the largest building programmes the automobile industry has known, it is announced by a Hudson official.

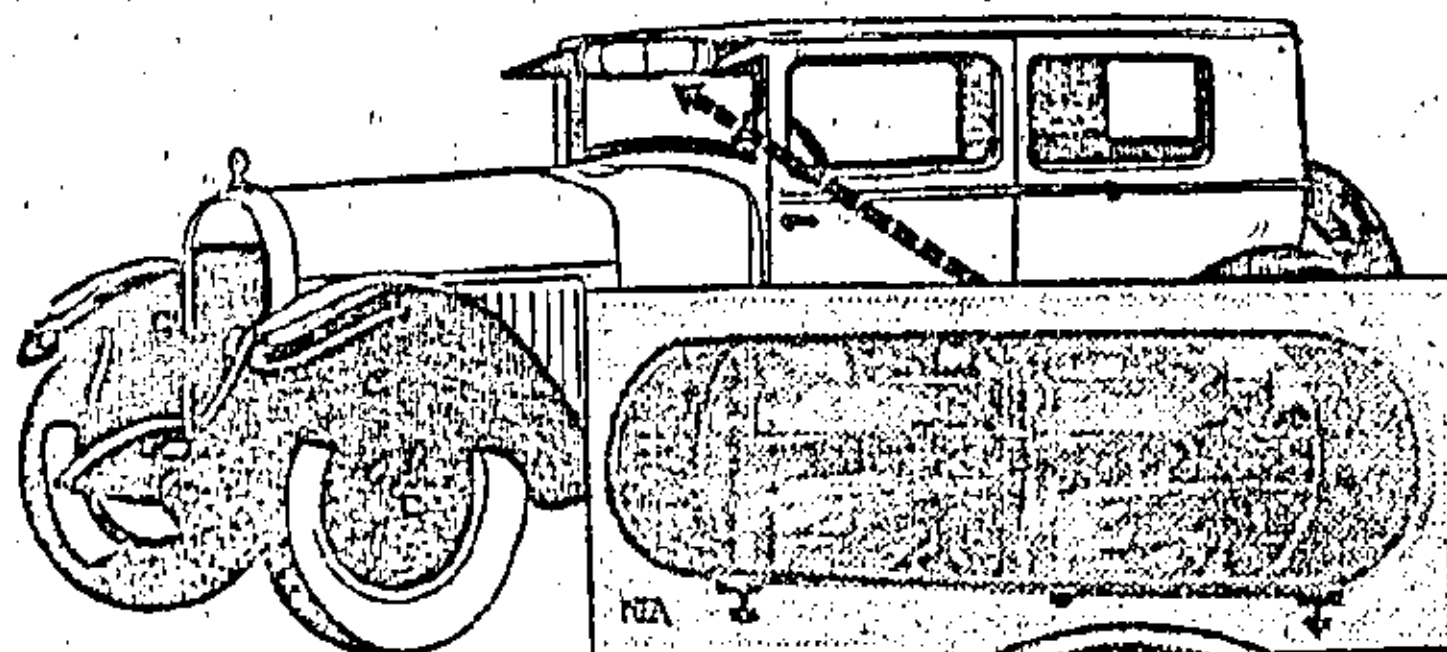
This programme included not only \$10,000,000 body plant, which is so far the largest single body-building unit in the world, but about \$7,000,000 more for additions and improvements to the main plant. The latter has been enlarged by new construction, and has had its machine assembly facilities so re-arranged that 1,600 Hudson-Essex cars can now be built in a nine-hour day. This is more than double the daily capacity possible before the expansion.

The result of these expenditures, said the Hudson official, "is that we have developed one of the most efficient and low-cost factories in the whole industry."

ITALY RUNS AUTO CLUB.

The Automobile Club of Italy is under government control and all automobile owners are required to become members, according to reports from Italy. The present status of the club is said to be the result of an order by Premier Mussolini, who plans to use the organization as a government auxiliary.

NEW HEADLIGHTING SYSTEM.



Present methods of automobile headlighting is all wrong, and as long as we contemplate improving these lights in their present position, the system will remain all wrong.

With this conviction, Mr. Arthur B. Nock of Cleveland, U.S.A. has decided to tackle the problem in a revolutionary manner. He has stripped the car of its headlights at the front and devised a double light to be placed directly above the windshield.

Mr. Nock has tried out this light in all sorts of ways, and has decided it's the perfect form—giving good illumination to the driver and helping, rather than hindering, the approaching motorists. "Automobile lighting," he says "has developed from the point of the barn lantern beneath the family rig."

LISTS TEN ADVANTAGES.

The advantages of his new form of light, are listed as follows:

1. It gives a soft diffused strong light, showing roadway and curb for a distance of 200 feet.

2. It does not have the usual effect of eye strain on the driver.

3. The power of this light to



How the invention of Mr. Nock would look, apparatus shown in photo, Mr. Nock at right.

penetrate rain, smoke or fog is greater than any yet known for automobile lighting.

4. Due to its elevation and diffusion, ruts, holes and other obstructions are clearly visible.

NO DIMMING, NO GLARE.

5. The front of the car is lighted so that oncoming drivers can distinguish it easily.

6. The correct angle of lighting is assured, eliminating use of dimmers.

7. Glare is practically eliminated.

8. Variation of loads, spring action, hills, and so on, have no effect on the light beam.

9. The light is out of harm's way in case of accident.

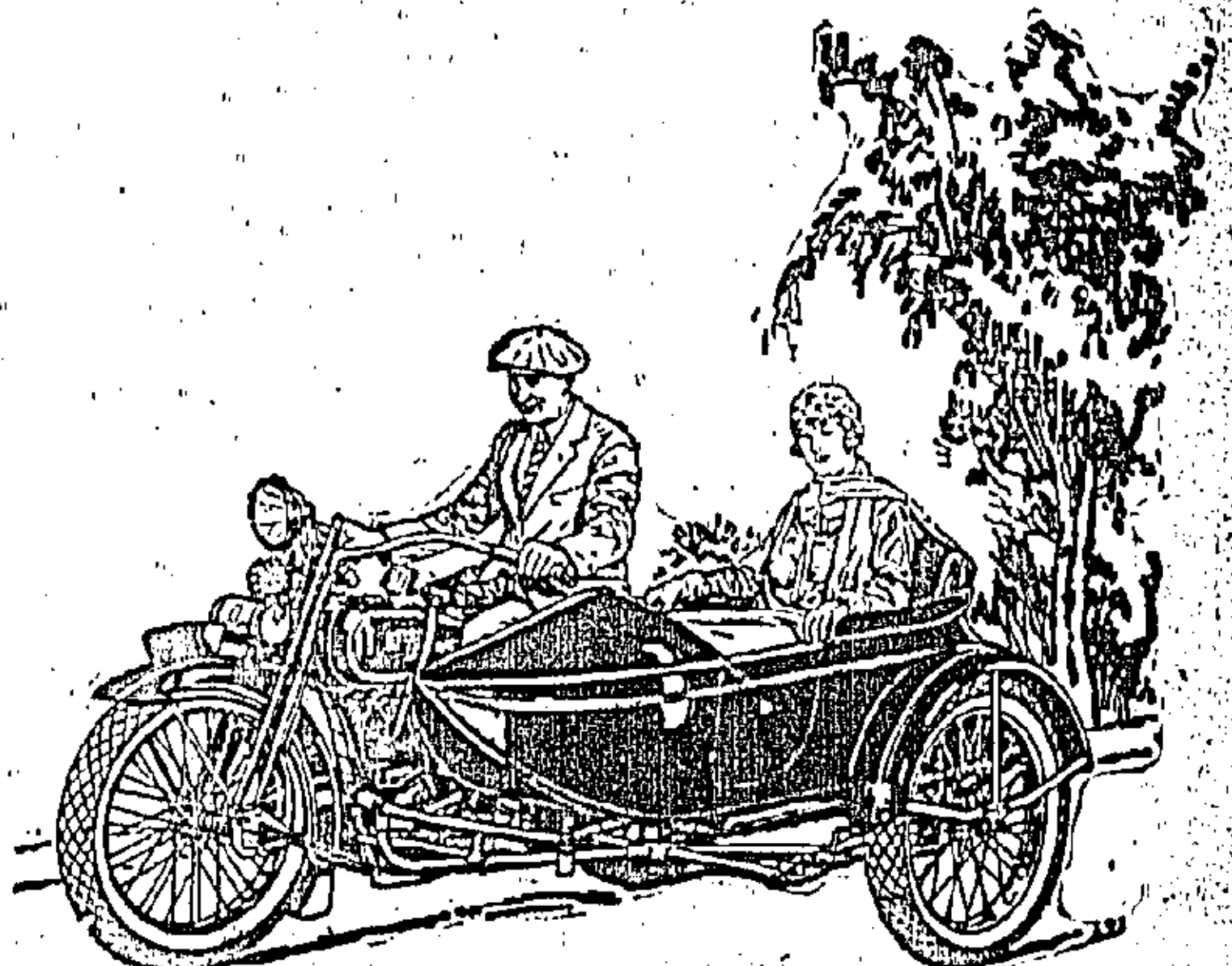
10. Elimination of front headlights reveals the full sweep of body lines.

RUINED ROADWAYS.

When gas, water and other undertakings were first given power to break up roads, local authorities were very vigilant at seeing that they complied with their legal liability to put them in proper repair again. It is to be feared that in some places this watchfulness has been relaxed, with the result that repairs are being done in a perfunctory and slipshod manner.

I have in mind, writes "Focus" in The Light Car and

Cyclecar, a section of road that was reconstructed at great expense to ratepayers two or three years ago. Since then gas and water concerns have been busy and the road is now crossed by a series of shallow depressions. The effect on the surface in bumpy and heavy lorries bouncing over have worn a succession of waves in the road and it is rapidly going to ruin. Yet, a little way beyond the last depression the road is as smooth as the day it was reconstructed.



CLASSIEST MOUNT ON THE ROAD. THE NEW "STREAM-LINE."

A New Shipment of Harley-Davidson single side-by-side valve, overhead valve and Big Twin Combinations, arrived by the s.s. "Empress of Canada."

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REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.



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THE DIFFERENCE?

perhaps fifty thousand dollars.

Two strings of pearls may have the same weight, and may be of the same size. They may present, to the amateur, much the same appearance. Yet one may be fairly valued at \$100,000.00, and the other at much less. Why?

Those who have studied pearls know that, through many centuries, certain standards have become well established. These standards of colouring, size, symmetry, weight and other qualities determine their value. The attributes of a really fine pearl are not matters of opinion. They are definitely and easily recognizable—but only by experts. And yet a surprising number of people buy pearls without the advice of those who have been trained to judge this exquisite jewel.

Exactly what we say about pearls applies to lubricants. They may present much the same appearance. Yet one brand may be worth twice as much as another. Why?

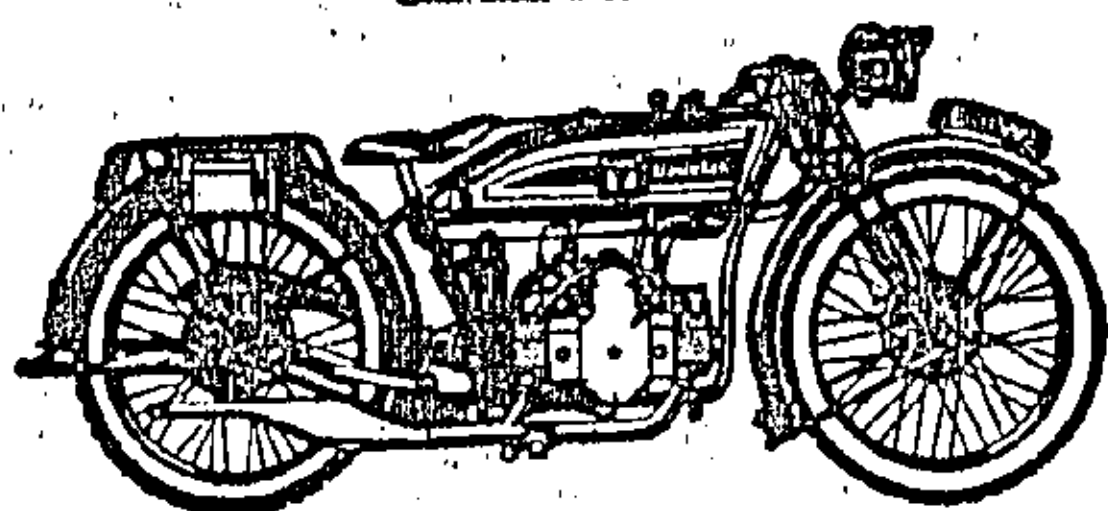
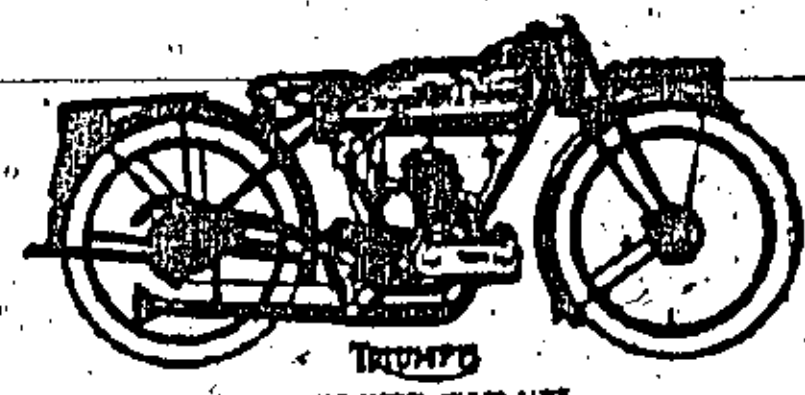
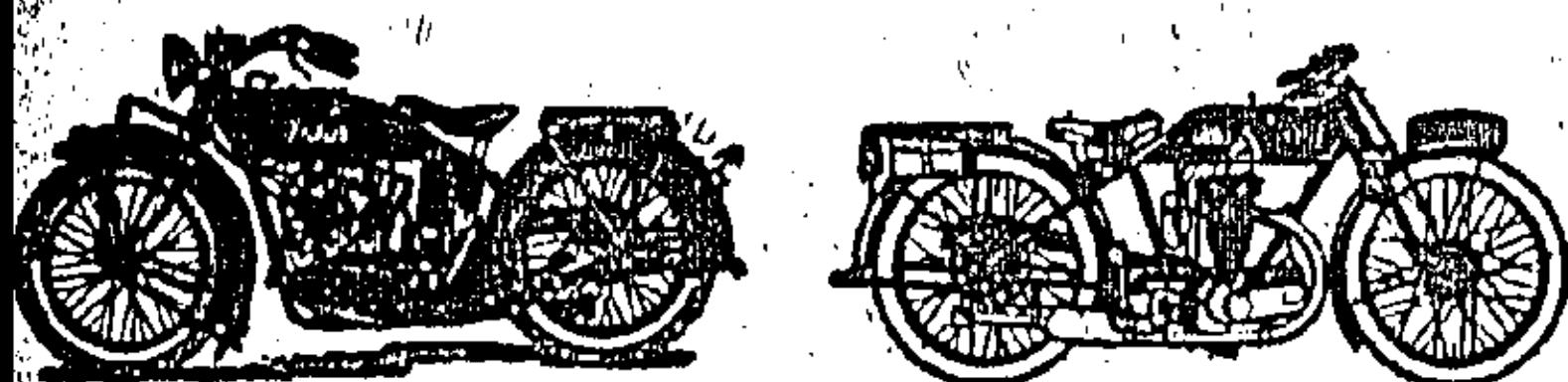
Those who specialize in the manufacture of lubricating oil know that in order to produce a quality lubricant certain High Grade crudes and processes must be used. The attributes of a really fine lubricant are not matters of opinion. They are definitely and easily recognizable—but only by experts. And yet a surprising number of motorists buy lubricating oil without the advice of those who are recognized by over six hundred motorcar engine manufacturers as the producers of the finest motorcar engine lubricant obtainable—Gargoyle Mobiloil.

Allow us to send you a copy of the latest edition of our "Correct Lubrication" booklet. You can easily satisfy yourself as to whether there is all we say there is to maximum efficiency at minimum cost through the use of a Scientifically Correct lubricant.

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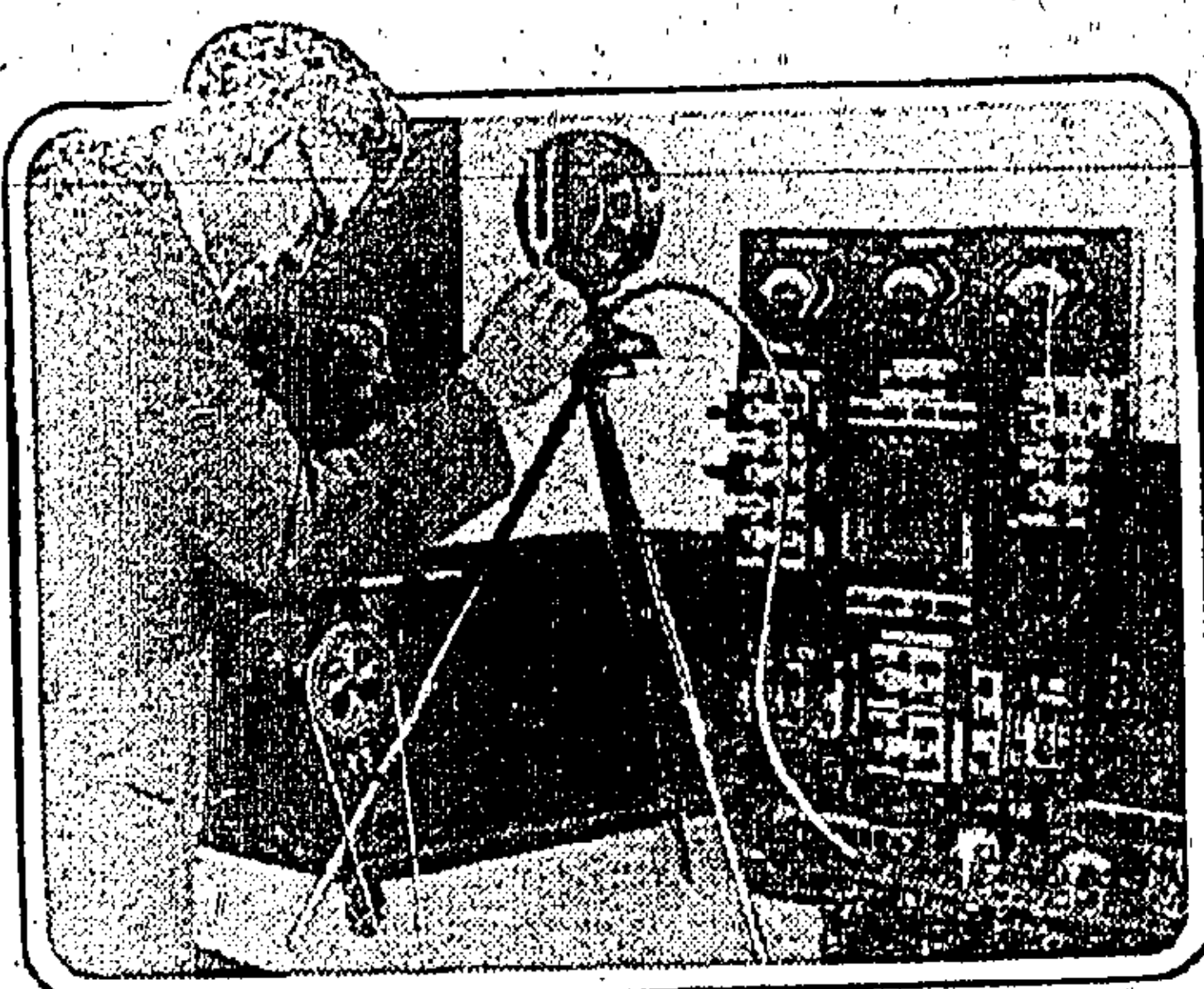
MODERN OILS FOR MODERN MOTORS

"REFINED UP TO A Standard NOT DOWN TO A Price"

X-RAY EYES AND RADIO EARS.

How Flaws and Noises are Detected.

(Telegraph Special)



The oscillograph is more dependable than the ear nowadays to detect the sources of noises in autos. How these noises are actually seen is shown by the demonstration of sounding a tuning fork before a microphone, shown here. What's seen is shown below—the even wave being that of the clear sound of the tuning fork, the irregular wave that of a noise.

BY ISRAEL KLEIN.

Detroit, Feb. 10th.—Automobile engineering has been brought down to such fineness in the process of improving the car that more delicate instruments are being used than man's own senses.

The eyes and the ears of man no longer are dependable for the discovery of the finer flaws in the manufacture of automobiles and automotive parts. Now X-rays detect the slightest defects in the construction of parts that no mechanical instrument, let alone the eye, could have found.

Now radio is being employed to take the place of the ears, just as X-rays replace the eyes. One of the large gear and bearing manufacturers of the United States uses a radio detector to pick out only those gears and bearings that are almost noiseless, or to co-ordinate gear sets so that their vibration will not harmonize, or "heterodyne," with another part on the same car having the same frequency in vibration and thus cause what we consider noise.

Noises are being photographed, by radio means, so that they may be studied with greater precision and leisure. This work is now going on at the General Motors research laboratory here.

HOW SOUND IS SEEN.

At these laboratories, noises to be studied are first photographed through a complicated arrangement of radio instruments, a light ray machine and sensitized film. The apparatus consists of three units.

First a microphone picks up the noise pulsations in the air and changes them into pulsating electric currents. That can be done very easily, because a noise is nothing but a series of irregular and complex sound waves.

Having been converted into electric pulsations, these noise waves are magnified by a vacuum tube amplifier until they become

strong enough to actuate the delicate element of an oscillograph. An oscillograph is an instrument that shows or records the waves of a changing or pulsating current.

LIGHT REVEALS WAVE.

While the noise waves are sent through the amplifier to the oscillograph, there's danger of distorting it if the amplifier isn't under expert control.

In the oscillograph a tiny spot of light reflected from the moving element vibrates back and forth across a photographic film revolving on a drum. This spot of light can be seen through a camera like arrangement while it is being recorded on the film.

After developed the film shows a trace representing the form of the wave, as well as the intensity and pitch of the sound picked up by the microphone.

Each of the devices used in this noise-recording process is designed especially for this work and is a finer detector than the ordinary radio equipment known to radio fans.

NOISE IS ELUSIVE.

The apparatus has to be extremely delicate because of the difficulty engineers have in locating the source of a noise. Noise-hunting is difficult because vibrations may be "telegraphed" from one member to another. There is always the danger that the wrong part will be accused of making the noise. It often happens, too, that when the real source is found the changes necessary to remove it can't be made.

Instead one or more of the parts, through which the noise is being "telegraphed" to the air and the passengers' ears, has to be changed so that they will no longer respond to the vibrations of the offending part.

In this way many of the noises that used to bother automobile drivers and their passengers have already been eliminated.

GARAGE AND DANCE HALL.

A garage and dance hall in one is certainly a novel idea, yet that is how the Jones Motor House, Morningside, Edinburgh, have built their new premises. Patrons can park their cars in the garage and walk straight into the ballroom.

WANTS POLICE PERMITS.

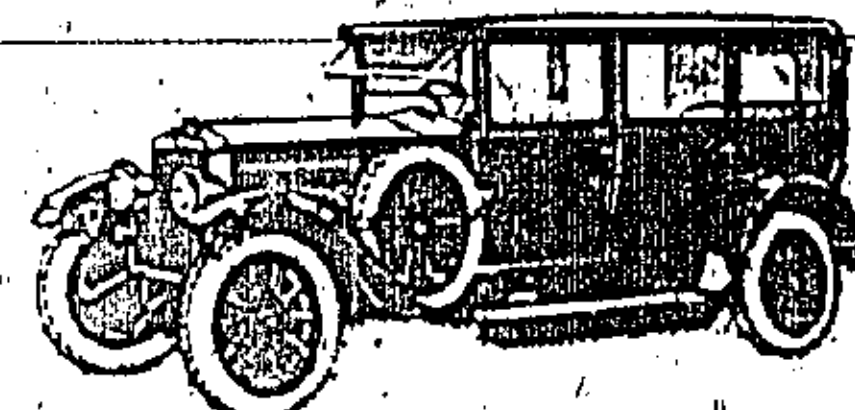
Police Chief K. H. Powell, of Youngstown, Ohio, has proposed an ordinance requiring drivers of rented cars to get a permit at the police stations. This ordinance is being contested by auto renting companies.

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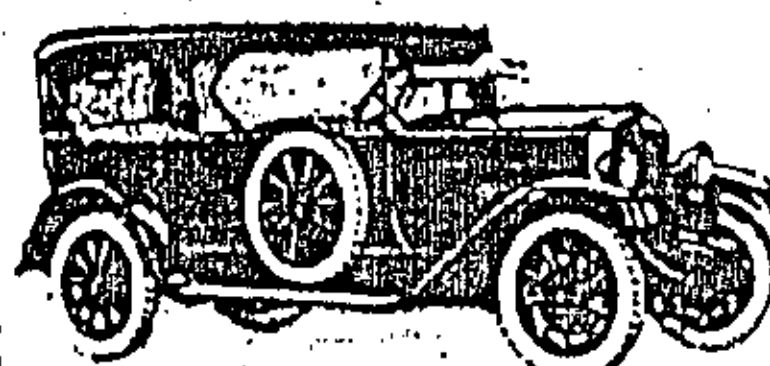
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519. 40 H.P.

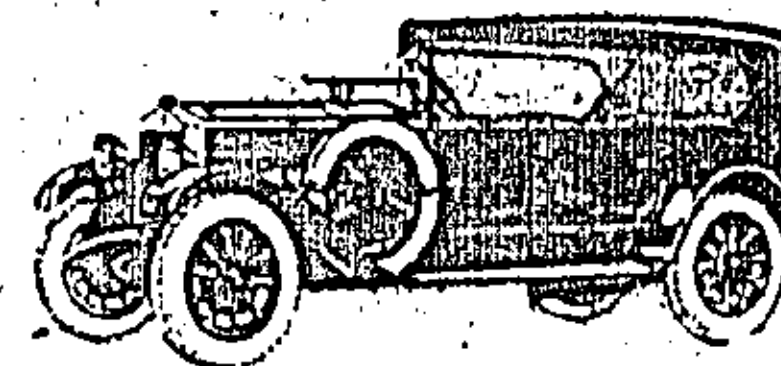
THE HIGH-CLASS CAR



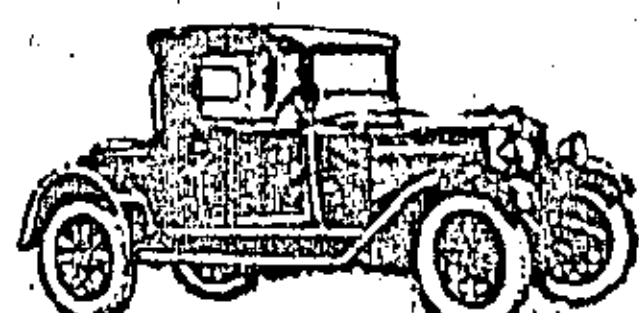
507. 15-20 H.P.

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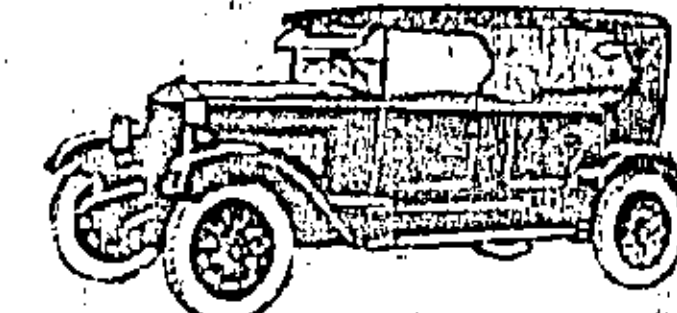
512. 20-30 H.P.



509. 9 H.P.

The Cars of
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4/5 Seaters



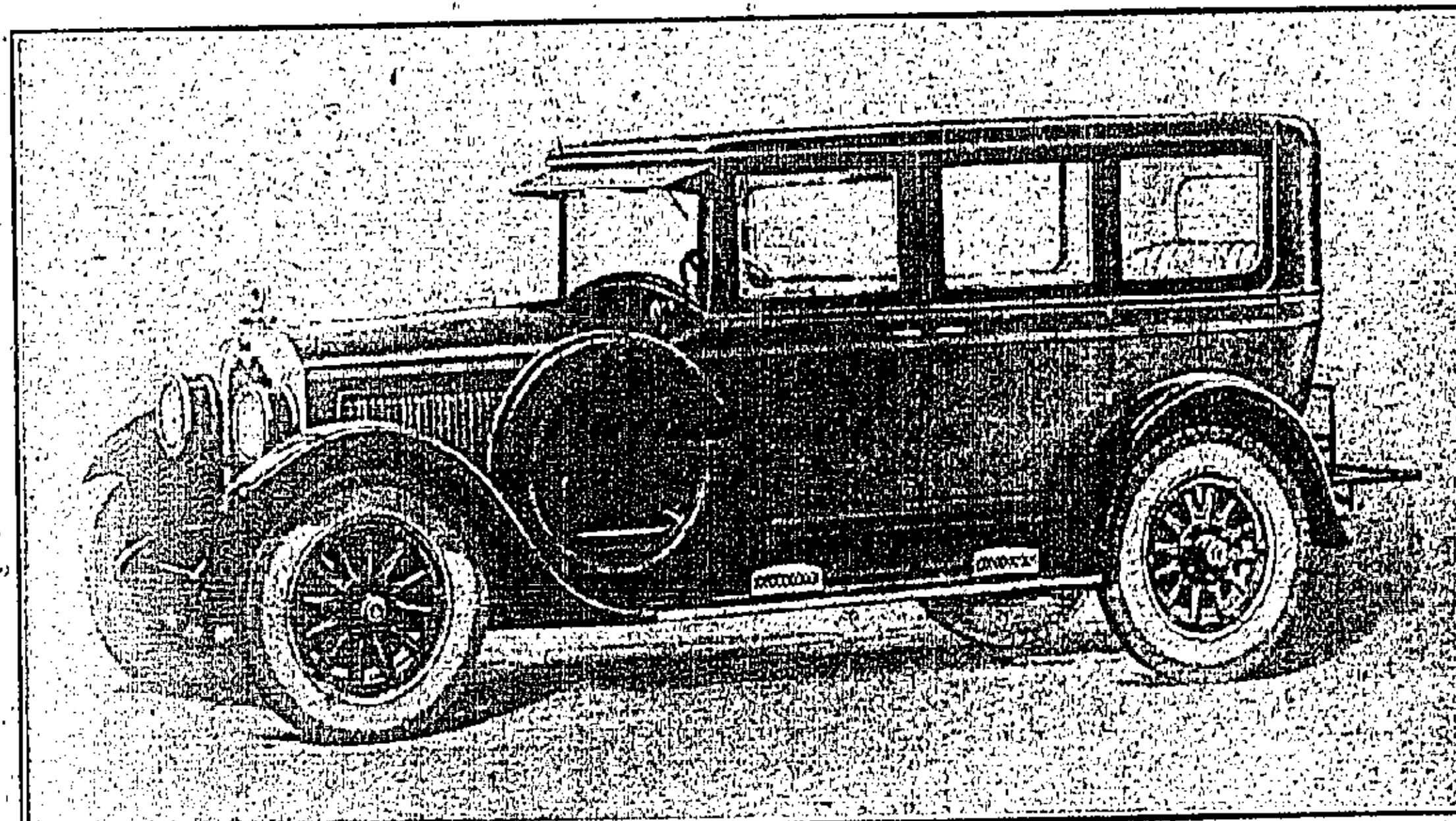
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within reasonable distance, the moment you are a Morris Owner.

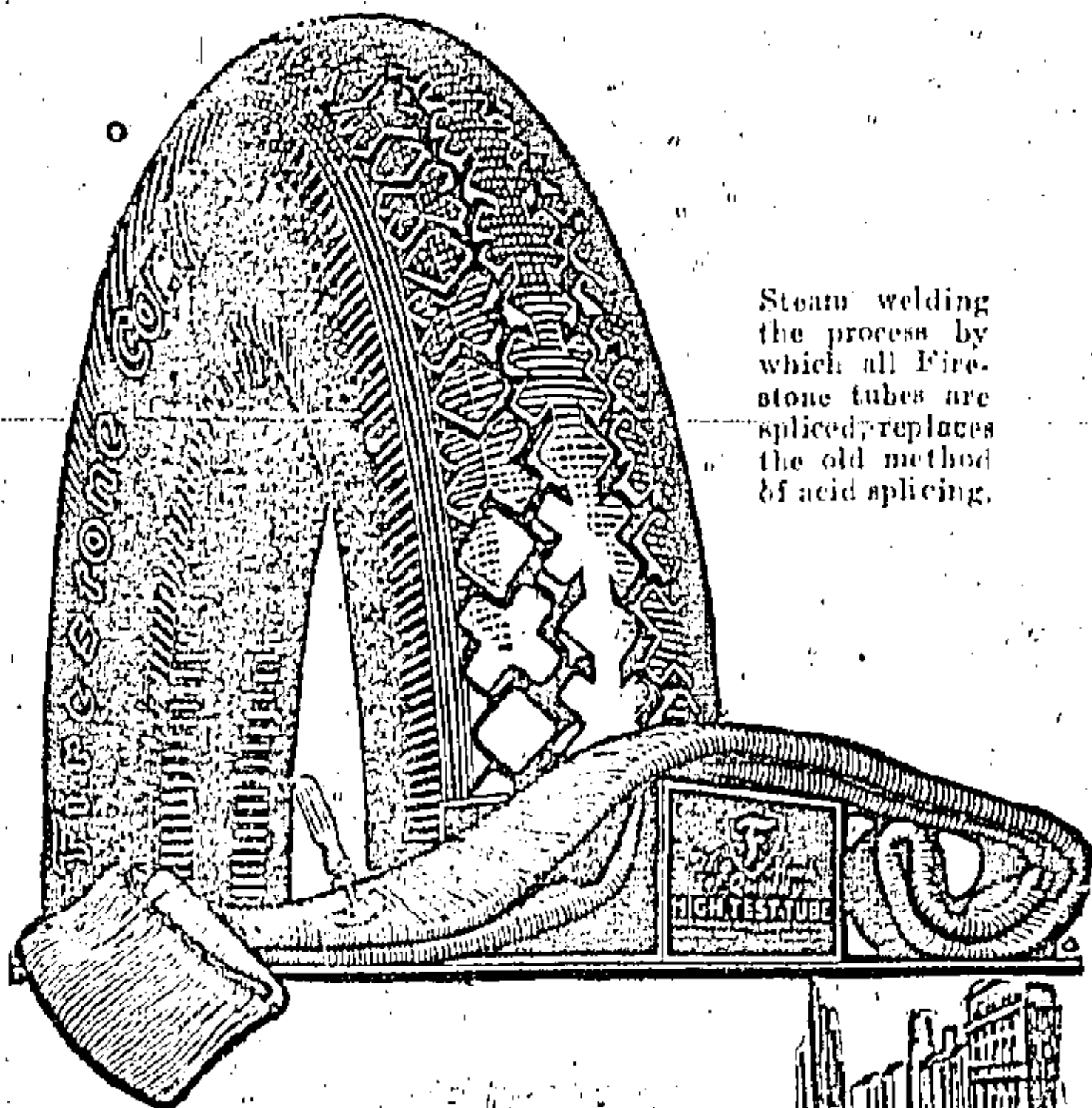
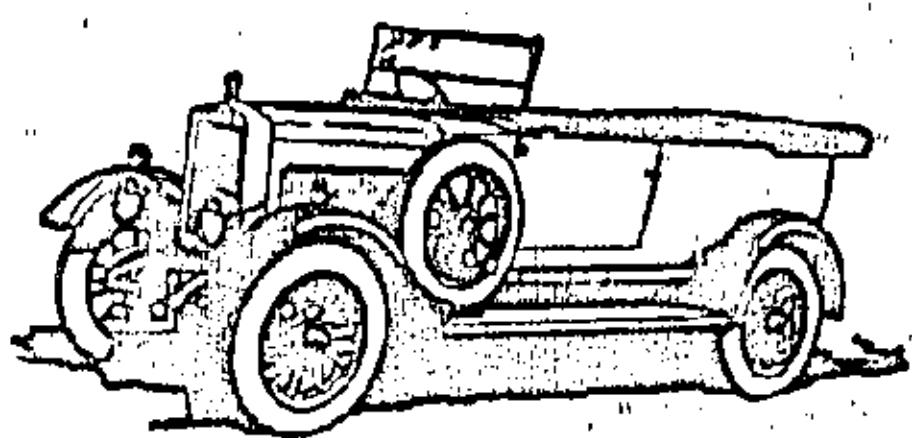
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Steam welding the process by which all Firestone tubes are spliced replaces the old method of acid splicing.

A tyre is only as serviceable as its inner tube. Firestone Steam-Welded Tubes eliminate the possibility of slow leaks and assure more carefree miles with fewer tyre changes. By perfecting this steam welding process, developing special tube machinery and using volume production, Firestone offers a tube of certain performance at no increased cost.

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HINTS FOR THE MOTORIST

ALBERT L. CLOUGH
DON'T TOLERATE THE "SKIPPING" ENGINE.

When an engine misses explosions, after it has become well warmed, as indicated by jerky running and diminished power, find out the cause of the trouble and have it removed as soon as possible. Not only is the uneven operation of a "skipping" engine intensely annoying to passengers, but it is very injurious to the car and wasteful besides. When all cylinders of an engine do not fire regularly, its speed fluctuates, while the car tends to keep an even pace, with the result that any lost motion existing in the universal joints, the direct drive clutch and the final drive gears spasmodically taken up, first in one direction and then in the other, producing hammer-like blows on gear teeth and all parts in the transmission line, with the certainty of excessive wear thereof, and the possibility of breakage through fatiguing of the metal. The less the number of engine cylinders, the lower the car speed and the wider the throttle is opened, the more severe are the shocks delivered to these driving parts. Moreover, engine moving parts are abnormally strained and bearings are heavily pounded when explosions occur irregularly. Whenever a cylinder fails to fire, the fuel charge which it contains escapes and is utterly lost, when its exhaust valve opens, so that a missing engine is very wasteful of gasoline, but worse than the mere loss of fuel is the fact that much of the unburned gasoline, instead of being rejected through the muffler, mixes with the oil film on the cylinder walls dissolving it, preventing effective piston lubrication and finally finds its way into the crankcase, to dilute the oil. A cylinder which does not fire at all for long periods, may suffer serious wear and even become scored, if the engine be run too fast and for in this "lame" condition. In case occasional missing is caused by failure of an exhaust valve, to seat tightly, the valve may become badly burned or even spoiled and its seat damaged by the flaming gases which escape past it.

VIBRATION AT HIGH SPEEDS.

Question:—My touring car runs finely, up to 35 m. p. h. when a vibration of the whole vehicle commences, which is so pronounced, at 40 m. p. h. that any increase of speed becomes impracticable. What causes this?

Answer: This is not a case of front wheel wobble, is it? You can readily find out about this by having someone watch the wheels as you approach. If there is such wobbling, higher inflation of the front tyres may help. Some of these instances of vibration at high speeds are caused by the drive shaft being slightly sprung and therefore out of balance or by incorrect alignment of the clutch or other transmission parts. Rear wheels running out of true or even wheels and tyres that are badly out of balance may cause vibration. If engine vibration is concerned in this trouble,

inequalities in action among the cylinders are probably responsible. Wish we knew the year and model of this car and something about the tyre equipment as well as whether this vibration is in the nature of a "shimmy" or of a character traceable to the power plant and transmission.

RADIATOR SHIELDS.

Question:—What do you recommend in the nature of a radiator cover for a Ford car?

Answer: The padded artificial leather hood covers, with adjustable front curtain, are excellent as they reduce loss of heat most effectively from the hood space, but regulation of the exposed surface of the radiator front is not very convenient. A metal shutter front, adjustable from the seat to regulate the exposed surface of the radiator front, is an extremely convenient device, but does not prevent the loss of heat to the same extent as does the hood cover. However, applying plates inside the hood, to cover the slits in it, the loss of heat can be further reduced. Some form of radiator thermometer is rather essential in the use of either device, so as to avoid overheating of the cooling system. You can find plenty of hood covers at local dealers and we will send you the addresses of several shutter-front makers.

CHATTERING TRANSMISSION BANDS.

Question:—There is severe "chattering" when I apply the footbrake, low speed or reverse gear of my 1915 Ford car, no matter whether I operate the pedals slowly or rapidly. What causes this and how can it be prevented?

Answer: The usual cause of chattering engagement of these bands is the hardening and glazing over of the fabric with which they are lined, which is caused by the impregnation of fabric surface with metal dust and other dirt. When the fabric has thus lost its pliability, the band alternately catches and slips. Relining of all your bands, with the best obtainable "non-chattering" lining material, is the best suggestion we can make. Various weaves of cotton and asbestos material, cork inserted fabric, special "non-chattering" oils and special transmission-band lubricators are on the market, all designed to make the bands engage smoothly and we believe that among these, you can find something that will solve your problem. Frequent draining of the crankcase, to keep the oil clean, is of advantage.

PAINT FOR THE EXHAUST PIPE.

Reply to M. W. V.: The only thing which we know of that you can apply to the exhaust pipe of your engine to do away with its rusty red appearance is some compound mainly composed of graphite, such as stove blacking, but there are plenty of exhaust pipe paints and enamels on the market, some of which are doubtless obtainable through your supply dealer, which are said to have the necessary heat resistant qualities to produce a permanent finish for these very hot parts.

WORLD MOTOR-CAR WAR.

British Bid for Supremacy.

DOMINIONS MARKETS.

By THE MOTORING CORRESPONDENT of The Daily Mail.

The British motor-car industry is beginning one of the greatest struggles in its history.

There is every indication that British makers have at last realised the potentialities of Dominions and foreign markets, and that they are about to make a determined bid for a far greater share in the motor trade of the world.

Here are a few of the signs of the coming battle:

The purchase by Mr. W. R. Morris of the assets of Wolseley Motors, Ltd. One of his competitors was an agent of an American syndicate. The United States has during the past year made numerous bids for British concerns making motor-cars of a type to appeal to foreign buyers. The decision of the Society of Motor Manufacturers and Trade-

ers to send a delegation to Africa, New Zealand, and Australia to study local conditions for the benefit of the British car maker.

World Tours.

The departure a few days ago of Mr. William Rootes, a leading British car agent, on a world tour to establish selling agencies and service depots in about a dozen different countries, and particularly in the Dominions.

The announcement yesterday that the directors of Singer and Co., Ltd., Coventry, have decided to send a representative on a world tour to establish closer co-operation with over-seas agents and to study the demands of foreign countries.

The most significant move of all, however, is the purchase by Mr. Morris of Wolseley Motors and his statement that he means to develop the medium-powered six-cylinder car—a type that is in great demand over-seas.

We have long been supreme in the making of small motor-cars and high-powered expensive cars. Until this year our medium-powered cars have been far too expensive for the export trade. Now, however, with prices appreciably reduced and labour conditions more settled, British makers are well equipped for the coming struggle.

NEW CARS IN NEW YORK.

Battle of the Cylinders.

MAKING MAINTENANCE EASIER.

More than a dozen of the new chassis types which will be exhibited at the National Motor Show in New York, says H. Massac 'Bult in the Morning Post, will have eight cylinder-in-line engines, chassis listed at about the same prices as those hitherto charged for what are called "upper middle priced sixes." Moreover, the 31 litre engine "straight-eight" Gardner will be offered at about £70 less than the cheapest of these types already marketed. The President of the Hupp Co. goes so far as to foretell that 18 months hence it is likely that the entire U.S.A. market in cars costing over £350 will be dominated by "straight-eights."

Of course, on the basis of the number of models to be shown, the 6-cylinder engine chassis will still be predominant in the U.S.A. design, even as the four-cylinder engine Ford, Chevrolet, Dodge, and Overland cars will still account for the bulk of the total production of chassis. But already we have had indications that Ford is ready for a change, one of the most definite pronouncements being that by Mr. William B. Stout, consulting engineer to that firm's aeroplane department. He foretells that, when it does come along, the new Ford car will be a lighter vehicle, made of new alloys, having a streamline body and six-cylinder engine of smaller capacity than the present 4-cylinder type, and which will be capable of a greater mileage per gallon.

Thus, in relatively a short time the 6-cylinder engine car will supplant the 4-cylinder type for general use. Then I think, it will be recognised that the 8-cylinder engine type will become, in 1928 or 1929, what the 6-cylinder type was in the field of passenger car motoring in 1920.

Drivers' Criticisms.

Nevertheless, as far as the home market is concerned, we may take it that all the car types that will be sold in any quantity in this country this side of September next have already been introduced to the public and are available for more or less immediate delivery. Therefore it is possible to form an idea concerning the points of all that are undesirable as far as the owner-driver is concerned.

To the credit of the leaders of the industry it must be recorded that many of these faults are realised to-day only through their exceptional enterprise. One has to replenish an engine with oil relatively seldom, and it is, therefore, not until a few of the leaders presented designs wherein the oil orifice is at a convenient height, close to hand, and well clear of the mechanism, so that the clumsiest person can scarcely spill a drop of oil over the engine, crankcase, or wings, that one realised how utterly inconvenient and wasteful are the generality of existing means for replenishment. Yet no extra cost is involved in providing so sensible a feature.

Many an engine that is called accessible by the glib salesman is far from being so. It is not always well to pack magneto, oil pump, water-pump, commutator, and dynamo drives, or what not, in a neat pile.

Better Days Dawning.

The disadvantage of designing on the "House of Cards" system is that when you want to give attention to an accessory in a hurry you are apt to find you have to dismantle 2 or 3 storeys to get at it. All those other accessories, being in perfect order, must

CROSS-ROAD DANGERS.

There seem to be only two obvious methods for definitely preventing accidents at cross-roads, says The Light Car and Cyclocar: The first is to make it obligatory for every vehicle to slow down to a very low speed at cross-roads, and the second to have traffic directors at every cross-roads in the country. The one idea, however, is as impracticable as the other, and it must be left to the common sense of the individual to see that the extreme measure outlined in the first idea shall be unnecessary and that the cost of attempting to carry out the latter shall be avoided.

There seems little doubt that any organized attempt to prevent accidents at crossroads must react on motorists, for they would have to pay for any measures introduced for their protection.

EQUIPMENT HAZARD.

Faulty equipment is a direct cause of many automobile accidents, says the National Safety Council, which urges motorists to have their machines inspected and overhauled regularly.

nevertheless be taken down merely to enable you to handle the one that needs attention. The chances of the average owner-driver putting something out of order when undertaking the subsequent reassembling work, which should be quite unnecessary, are not few.

Again, simple as it is to furnish a proper tell-tale to show the level of the lubricant in the engine, not one manufacturer in ten providing means of this sort chooses the obvious, cheap, fully protected, and really definite way. Some provide quite elaborate and costly gear which, nevertheless, does not serve its purpose. Dippers are popular but condemnable, for one rarely sees them dust, or grit, free at the moment of insertion. In many cars the magneto, which has to work at high speed under constant vibration in a warm temperature, is anything but adequately installed. Moreover, it is exposed to mud or rain.

Cushioning and Seats.

As for chassis lubrication, it is no exaggeration to say that in 95 per cent of cars this remains a job which, a few years hence, we will consider the present state of average designing to be on the lines of mechanical barbarism requiring contortionists to counter. Already, however, we may see in the Belflex-Hobson fabric spring shackle on the Willys-Knight, for example, and in the 6-cylinder single sleeve valve engine Vauxhall chassis details, as well as in several cars being displayed in New York, that a better day is dawning when owners will no longer have to lubricate anything up to 18 points in connection with the suspension alone, because fabric shackles that need no lubrication nor other attention and which have a wearing life of at least 3 years, will be standardised.

Meanwhile 1927 will witness a considerable increase in the use of pneumatic cushioning. Judging from a variety of experience I have had during the last 12 months, for general use it is likely to supersede the old-fashioned coil spring and stuffed variety of cushioning. Pneumatic upholstery accommodates itself much better to the weight of the passenger's body over lengthy periods of use. It is capable of quantity production, and results can be obtained in absolutely standardised fashion. In short, I believe it is one of the greatest of thoroughly commercialised luxuries, not for the owner-driver of limited means only, but also for the service of the wealthiest motorists.

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GRAHAM BROTHERS 1-TON MOTOR TRUCK CHASSIS AND COMPLETE VEHICLES.

Chassis only	...G\$1,100
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Chassis only	...G\$1,640
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Chassis with complete Cab	1,770
Express Body Truck complete	2,020
Stake Body Truck complete	2,080

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Touring (7-passenger)	...G\$3,410
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Phaeton (5-passenger)	...G\$4,400
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The above prices are in U.S. Currency and are for delivery ex garage, Hongkong. All prices subject to change without notice.

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LOOSE PISTON TROUBLE.

An Elusive and Costly Problem.

BY ISRAEL KLEIN.

One of the most elusive and costly knocks in the engine is that caused by loose pistons. This may be repeated with the other cylinders.

It is what is called a piston slap, but is heard almost as a knock, especially while the engine is still cold. As the engine warms up, the knock disappears.

However, even after its disappearance, its effects are felt in lower power and less mileage from the fuel.

What happens is this:

A loose piston generally means too much clearance between cylinder wall and piston. The result is that part of the fuel that should burn up completely in the chamber above the piston head, seeps down through the space and into the crankcase. There it dilutes the oil, diminishing its lubricating efficiency and playing havoc with the cylinder walls and bearings.

At the same time, the oil from the crankcase is pumped up through the space between piston and cylinder wall and into the combustion chamber. There the heat of combustion burns it enough to cause a heavy layer of carbon to result.

The diluted oil scores the cylinder walls. And the widening space offers room for the flames of combustion to get in and further injure the cylinder walls.

The walls get out of round, under this scoring and burning process, and compression is greatly diminished.

You may become suspicious of piston slap when the engine knocks only when cold, when it loses compression, and fuel is being wasted in less mileage.

While the engine is hot, however, you need less compression and your fuel combustion is almost complete.

Put the two and two together, then make certain by the following test:

Remove the spark plug from the first cylinder, pour in about an eighth of a pint of heavy oil, then crank the engine by hand slowly until the oil works in.

Replace the spark plug and start the engine. If the same knock occurs, it isn't a piston knock, at least in that cylinder. If it doesn't occur for a short while and then begins after a few revolutions of the engine, you may be sure the trouble is in that cylinder, and the piston is the cause.

CAR IMPROVEMENT PLEBISCITE.

A Remarkable Coincidence.

In the "Motor" appears the result of the voting on the twenty car improvements put forward for the consideration of readers.

The improvement which by the popular vote heads the list is "Much easier lubrication." Commenting upon the result our contemporary remarks:—"In our list of improvements we wrote: It is suggested that there should be a centrally placed oil reservoir of ample capacity supplying all parts needing lubrication through a series of pipes." By a remarkable coincidence in this issue, which contains the result of the voting almost exactly such a system as that referred to is described and illustrated. This is a method of automatic chassis lubrication in which the vibration

of the car is utilized to operate a pump which distributes oil through pipes to every point of the chassis. Equally remarkable is the fact that in the same issue a braking system is described which goes a long way to meeting the requirements in the improvement which we describe as "Trouble-free brakes," which comes sixth on the list, while "Easy gear changing," which is third, is covered to a great extent in the further illustrated article on the new constant-mesh gear system which is being experimented with by a leading concern.

The following is the order of merit as decided by the votes of readers:

- First: Much Easier Lubrication (1).
- Second: Easy Starting (6).
- Third: Less Frequent Gear Changing (2).
- Fourth: Skid-proof Cars (10).
- Fifth: Reduced Petrol Consumption (13).

- Sixth: Trouble-free Brakes (8).
- Seventh: Flexible Glass (5).
- Eighth: All-round Improvement in Lighting (11).
- Ninth: New Style of Body-work (3).
- Tenth: More Powerful Electrical Equipment (17).
- Eleventh: Automatically Adjustable Suspension (9).
- Twelfth: Really Adjustable Seating and Controls (7).
- Thirteenth: Easier Type Maintenance (16).
- Fourteenth: Untarnishable Bright Parts (12).
- Fifteenth: Automatic or Semi-automatic Jacking System (18).
- Sixteenth: Lighter Cars (19).
- Seventeenth: An Automatic Sprag (4).
- Eighteenth: Improved Mud-guarding (15).
- Nineteenth: Bumpers (20).
- Twentieth: Better Heating and Ventilation Systems (14).

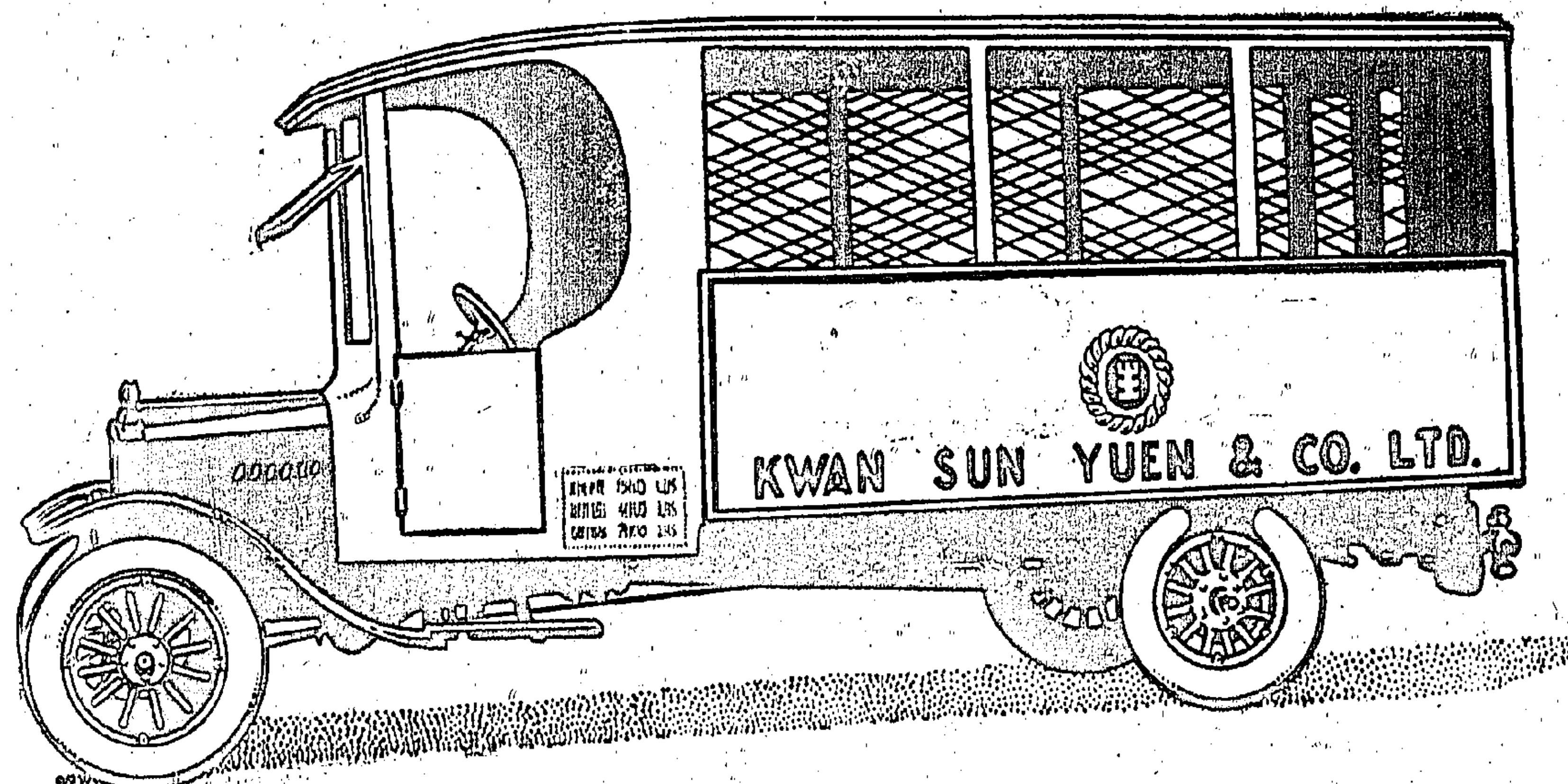
UNDER-INFLATION.

Cause of Fast Tread Wear.

Four pounds difference from the normal recommended pressure makes a lot of difference in tyre life, especially in balloon tyres, because they deflect or flatten out under their load more than high pressure tyres do, even when they are properly inflated. When balloon tyres are under-inflated this "wiping" action of the tread against the road as the tyre makes and breaks contact with the road surface is more pronounced; the result is loss of tread miles. Once a week is not too often for balloon tyre users to check their inflations to be sure that they do not drop more than three pounds from recommended pressures. Tyres should be checked and inflated just as regularly as the water in the radiator is checked and replenished.

Because a balloon tyre is one of the most flexible and because it requires less air than the high-pressure tyre is no reason for neglecting it entirely. With the minimum of air pressure so low in balloons, there is all the more reason for being sure that the pressure is not allowed to drop within the three-pound limit. But fast tread wear is not the only evil of under-inflation. Fabric breaks or stone bruises are bound to be very prevalent in under-inflated tyres. So that when the pressure is too low in the tyre the percentage of deflection increases and the volume of air within the tyre is not sufficient to prevent the tyre from being flattened out when it receives a severe shock such as striking a curb, or a loose pavement brick or a tram track. Then the cord carcass is crushed between the rim and the obstacle, and a fabric break will be found some time later on.—Goodyear News.

Ford



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According to the latest official figures published more than 75% of the light trucks in Shanghai are Fords. In a market where practically every known make of truck is offered for sale, Shanghai buyers conclusively show their preference for the Ford truck.

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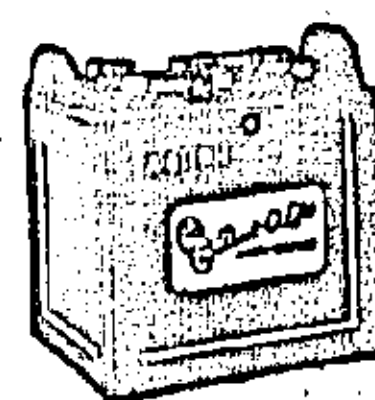
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6	25	DO	DO	10 X 6 1/2 X 9 1/2			\$35	1
6	35	A-613 JF	RUBBER	9 1/2 X 7 1/2 X 9 1/2			\$40	5
6	50	A-615 SH	DO	10 1/2 X 7 1/2 X 9 1/2			\$60	3
6	100	A-616 JF	DO	10 1/2 X 7 1/2 X 9 1/2			\$70	2
6	112	A-615 SH	WOOD	11 1/2 X 7 1/2 X 9 1/2			\$70	CAC
6	135	A-615 SH	RUBBER	10 1/2 X 7 1/2 X 9 1/2			\$80	
6	150	615 JKH-2	DO	13 X 7 1/2 X 9 1/2			\$80	
6	160	A-617 SH	DO	13 X 7 1/2 X 9 1/2			\$80	
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- 5 Auburn, Buick, Buick Old, Chevrolet, Cleveland, Essex, Ford, Overland, &c.
- 6 Auburn, Buick, Buick Old, Chevrolet, Cleveland, Essex, Ford, Overland, &c.
- 7 Dodge, Gardner, Graham Bros Truck, Stearns, Rolls & White
- 8 Locomobile, Mack Truck, Stearns, Rolls & White
- 9 Cadillac Battery
- 10 Motor Cycle Battery—Harley Davidson, Indian, Henderson, &c.
- 11 M/C MORRIS replacement Battery.

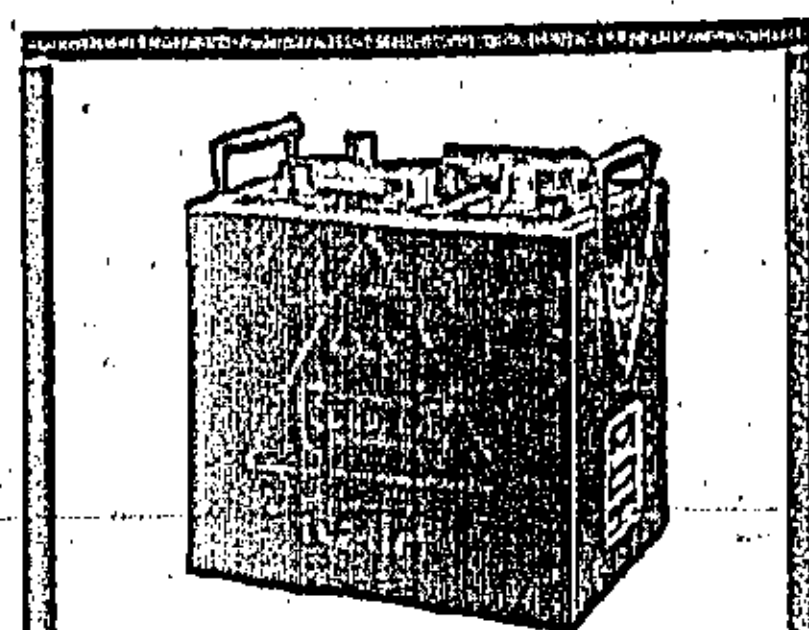
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MOTOR CAR FIRE DANGERS.

Inventions for Reducing Risks.

Another skid; another car overturned; another fatal fire! Reports of this kind have been too prevalent of late, says an Exchange, and it becomes necessary to go into the matter with a view to ascertaining what precautions can be taken to avoid the worst of all happenings; the catching fire of a motor vehicle with the awful consequences it invariably involves. Slippery roads are the first contributory cause of some of them, and these conditions at certain seasons we shall always have.

It is a remarkable thing, however, that for 30 years the motor vehicle has been steadily developed, and that although the highly volatile and inflammable nature of the liquid fuel it uses is so thoroughly well known that Acts of Parliament exist to provide for its safe storage and handling, its actual use in connection with a motor vehicle is left very largely to the free and unfettered judgment of the hundreds of thousands of individual users.

NO GUIDING RULES.

Moreover, manufacturers of motorcars are left without any guiding rules as to chassis construction with a view to safety. The result is that if one examines a very wide range of motor vehicles with a view to finding whether any rules of safety have entered into the construction of designers, it will be found in a remarkably large number of cases that convenience in construction has been the main point striven at, and that little regard has been paid to the safety of the driver or the passengers.

We find main tanks placed under the drivers' seats—a position of great potential danger in case of overturning or collision—under the bonnet (even more dangerous, while Autovac tanks can be seen sometimes over exhaust pipes. A leak can develop quite easily at the union under the Autovac, in the leads, or in the tank itself, and some consideration should be given as to the position these occupy in relation to possible danger hot-spots.

LOOSE IDEAS REGARDING PETROL DANGERS.

We know too well that there exist very loose ideas regarding what will and what will not ignite petrol; they invariably lead to indifferent and even extremely careless use of a dangerous fluid. Light-hearted people will say that motor spirit will fall on red-hot metal without igniting, and that a lighted match can be dropped into a can of petrol and it will not ignite. These are foolish ideas and are best left to those who have lost all interest in life as none of these clever people can ever give a reasonable answer to the question, "What ignites petrol when a car collides or overturns?" It is a grim fact that it often does so, but nobody profits from the gruesome lesson.

The recent fatality near Redhill is a case in point. It was established in evidence by the driver that the main tank was under the front seats. What actually happened to cause the car to take fire is never likely actually to be known. One can only presume that it occurred through the fracturing or rupturing of some part of the petrol system or damage to the main tank, following which, if the engine remained running, the passage of a spark, through short-circuiting or other contact on the electrical system, caused the fire. Thus presumably, is what does occur in most cases of overturning or collision; but, not being of the order of cheerful optimism who hold that an over-heated exhaust will not fire petrol, we do not rule any part of the exhaust system altogether out of the realms of possibility.

AIRCRAFT LESSONS.

This problem of how best to minimize fire risk has received great attention in connection with aircraft, it being well known that fatalities often occur not through the impact of disabled machine with the ground, but owing to the fire which so often follows before the occupants can effect their escape. As in the case of an overturned car, such a fire attains a fierce intensity in an incredibly short space of time and effectually prevents any attempts by rescue parties to remove the occupants of the machine.

The force of the impact is often very great in the case of an

aeroplane, and the petrol tank frequently bursts in consequence, it being apparently impossible to prevent this from happening without using a prohibitively weighty tank. The engine is therefore liable to be flooded with petrol immediately after the crash.

WHAT IGNITES THE FUEL?

The main difficulty, however, is to know just what it is that ignites the fuel; as we have already mentioned, an electrical spark is the most likely cause and, while we do not rule out the exhaust system as a source of danger, experiments made by Air Force officials go to show that it is difficult to ignite petrol even when it is poured over a metal plate which has been heated to a high temperature.

This process does, however, quickly result in the generation of a highly inflammable, or even explosive, mixture of air and petrol vapour which will ignite at the least provocation.

In this connection we may point out that at one time it was the custom of car designers to place the magneto and the carburettor upon opposite sides of the engine, whereas in these days this precautionary measure is by no means general. It is also becoming more and more the usual practice to mount the carburettor in close proximity to the exhaust manifold, so that, in the event of overturning, petrol will flow directly on to hot metal surfaces.

We could hardly believe that such a field for invention as this could have been entirely ignored, and we therefore instituted a search at the Patent Office going back some years. It cannot be said, considering the importance of the matter, that inventive minds have been prolific in producing ideas, but we have succeeded in discovering a few, and in order to stimulate further effort we describe what we have unearthed.

INVENTIONS FOR REDUCING FIRE RISK.

An interesting device automatically to shut off the petrol supply in the event of the vehicle deviating from the vertical by more than a predetermined margin of safety—say 45 degrees—has been invented by a Mr. Phillips. This device is fixed inside the petrol tank at the outlet orifice, and consists of a short outlet nozzle containing a ball valve whereby the flow of petrol is at once interrupted when a certain deviation is reached. This nozzle inclines downwards at about 45 degrees (the predetermined angle) and is in appearance something like the nozzle of a soda-water siphon. It is mounted on ball bearings so as to be free to rotate about a (normally) vertical axis. A pendulum is provided to ensure that as the swivel axis (which, of course, coincides with that of the vehicle) moves out of the vertical, the outlet nozzle, at the extreme end of which the ball rests, shall point upwards—i.e., when normally ascending a hill it will point towards the top of the hill and if the wheels of the car on one side go into the ditch the nozzle will point upwards towards the road centre. The moment the predetermined degree of tip is reached, the ball rolls by gravitation into its seating and seals the outlet orifice. A pawl is arranged on the pendulum to keep the ball away from the seating in the event of heavy road vibration on steep hills.

This is the invention in its simplest form; a simple modification is described whereby the valve can be kept closed in the event of the complete overturning of the vehicle.

£19,032,682 MOTOR TAX.

The gross receipts from motor taxation from December 1, 1925, to November 30, 1926, were £19,032,682, states the Ministry of Transport in recent statistics.

Rebates allowed in respect of pre-1913 engines amounted to about £87,000. Approximately £192,000 was refunded on the surrender of 35,038 licences.

The total number of motor vehicles (excluding tractors and trade licences) for which licences were current on November 30 was 1,519,000, including 643,000 motor-cars taxed on horsepower, 498,000 motor-cycles, 257,000 commercial goods vehicles, and 83,000 motor hackneys.

MUD AND COURTESY.

Politeness Indicates Expert Driver.

By Capt. E. de Normanville in *The Daily Chronicle*.

The driver of a car who is sufficiently experienced to be thoroughly at home in regard to the main requirements of safe driving should always spare any

surplus attention for the benefit of other road users.

This is particularly the case when roads are very muddy. A considerate driver will always endeavour to avoid puddles which may reasonably be missed—if the splashing of pedestrians can thereby be avoided.

I do not know what the legal position would be if, say, my car splashed and ruined a valuable new frock worn by a member of the fair sex. I presume it would be legally the fault of "the elements," so that no claim could be substantiated; or the driver

might pass on culpability to the road authorities.

Keeping Clean.

Personally I always practise a little refinement of this general rule. As you know, a driver may sometimes have a short journey to do on muddy roads, but with a just-cleaned car.

By going slowly the car can be kept practically clean—if passing traffic does not splash it.

When I see a car so driven in such circumstances I always give it as wide a berth as possible, so as to avoid splashing it.

1-TON CHASSIS

G\$1,190

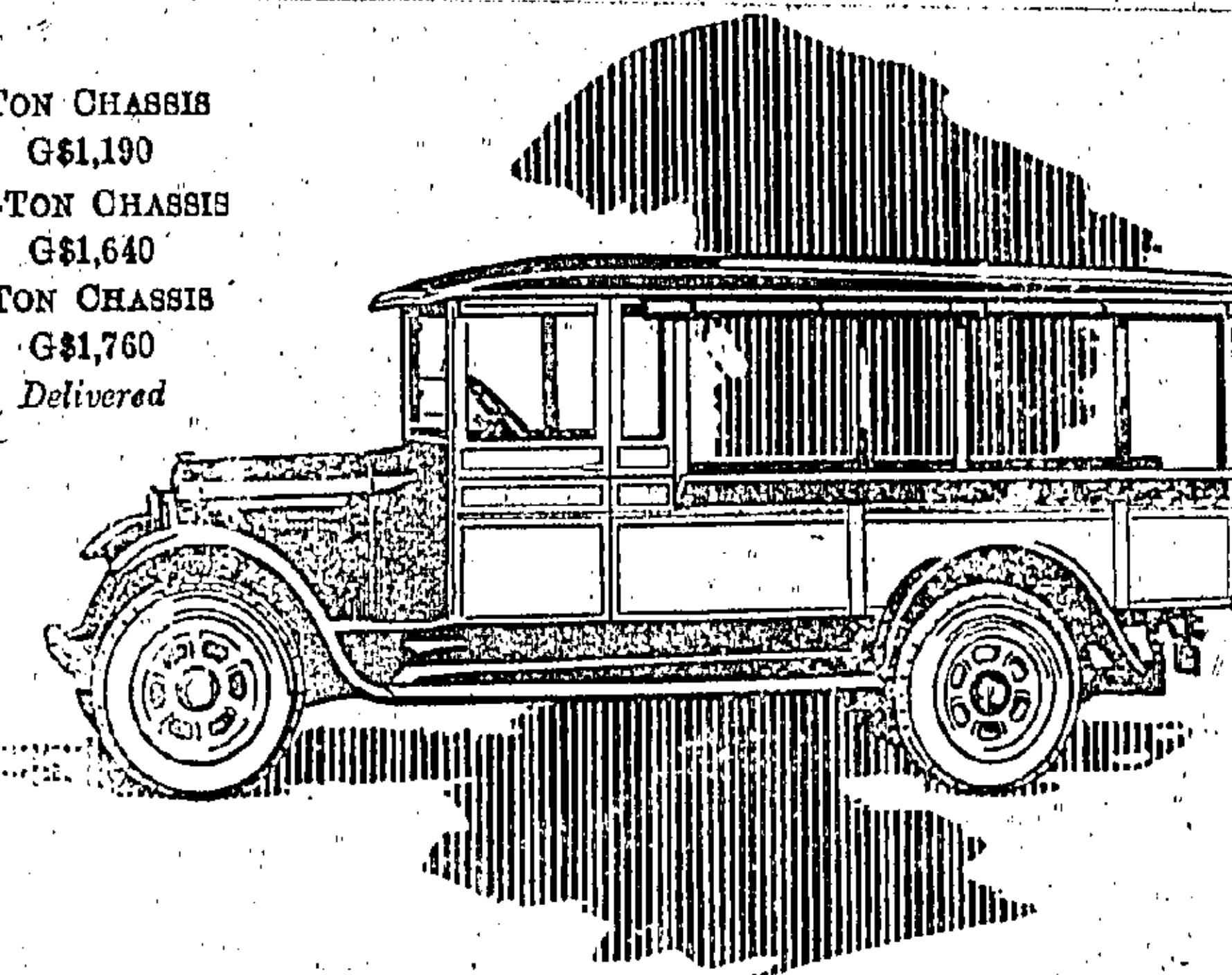
1½-TON CHASSIS

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2-TON CHASSIS

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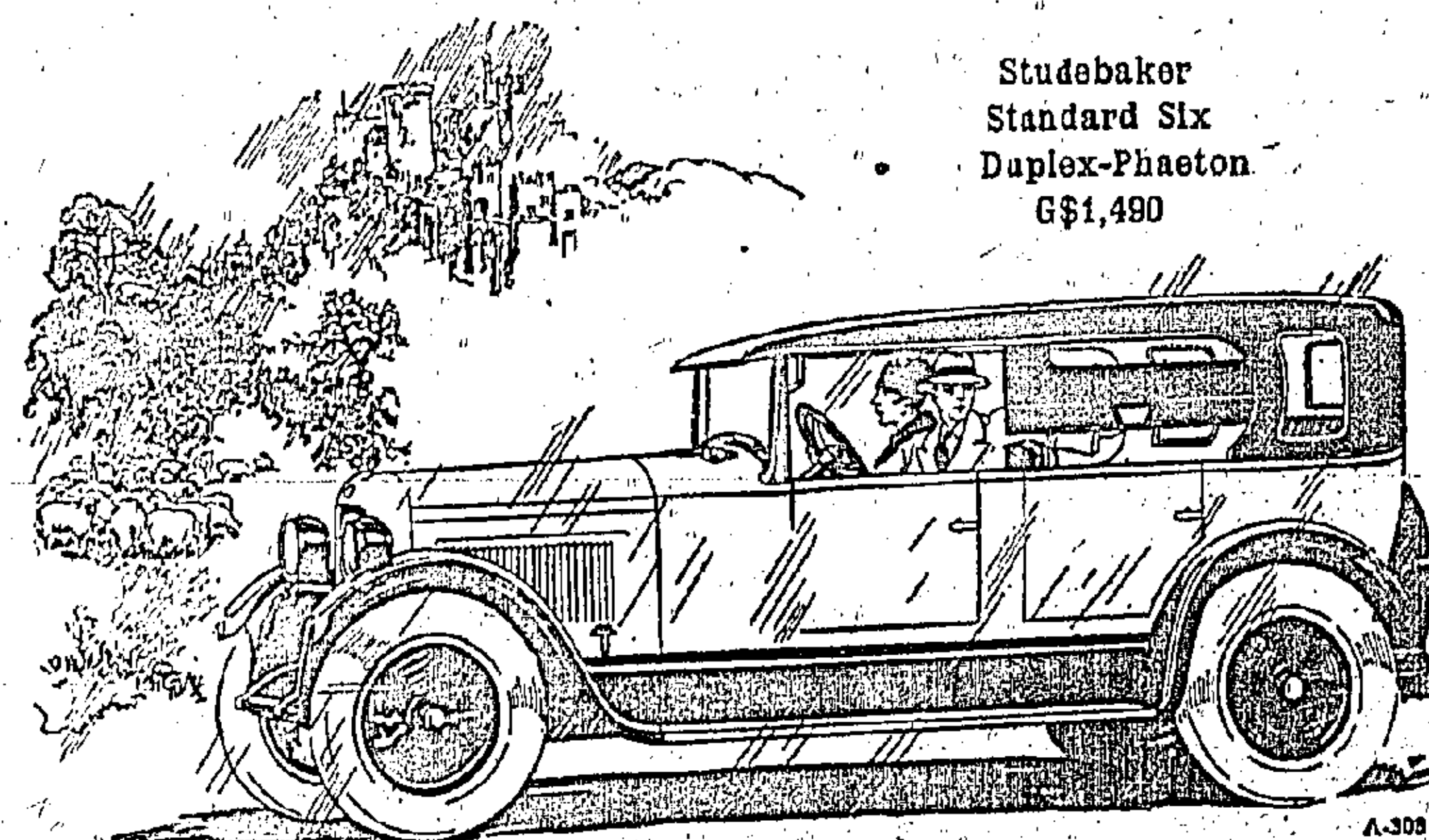
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THE Studebaker Standard Six Duplex-Phaeton offers you the utmost convenience in open car design, for it assures you all the protection of a closed car for stormy weather. At the first drop of rain, roller side enclosures can be lowered instantly from the top where they are concealed. Moisture cannot reach you, and it is only a matter of raising the curtains again to open the car wide to the sunshine.

The Standard Six Duplex-Phaeton is mounted on the rugged Studebaker chassis, and powered by the quiet Studebaker L-head motor, famed for its 100,000 mile service.

One-Prop features enable this luxurious and convenient car to be sold at a far lower price than would otherwise be possible.

We invite you to ride in the Duplex-Phaeton and judge its many advantages for yourself.

STANDARD SIX	
Deluxe Sedan	G\$1,710
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Deluxe Victoria	1,700
Tourer	1,630
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BIG SIX	
Duplex Phaeton	G\$1,795
President Sedan	2,675
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Tourer	2,220
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ECONOMICAL RACING AT LAST.

Quantity of Fuel Limited.

Racing has during the past few years steadily become more expensive. By this we do not mean that the cost of participating in speed events has appreciably increased, but rather that the actual running cost of racing cars have increased out of all proportion to touring cars of the same engine size. For example round about 30 m.p.g. is the average consumption obtained, even when averaging high speeds on a normal 1,500 c.c. car and using pure petrol as fuel. In the big international Grand Prix races that have been run during the past year, the fuel consumption of racers has seldom been better than about 8 m.p.g. In addition, freak fuels have been utilized containing a large proportion of alcohol and other ingredients, which bring the cost of the fuel to something like 15s. per gallon, if not considerably more.

If a road race is run over a distance of 300 miles and the cars engaged are only averaging 8 m.p.g. on special fuel at 15s. a gallon, the amount spent on fuel alone on each car that completes the race works out at £28 2s. Comparing this with the cost of running a touring car over the same circuit at an average speed that would be possible on ordinary public roads, we find that 10 gallons of ordinary petrol would be used, bringing the cost to 14s. 7d. If teams of four cars were run the cost of running racing cars would be £112 8s. for fuel alone, as against £28 18s. 4d. for the normal vehicles.

It will thus be seen that as races have been run in the past few years the motor industry has not benefited one whit in the direction of ascertaining anything which may lead towards the attainment of a good performance, together with a low fuel consumption. The oil consumption also has been unlimited, but it may be taken as being anything from 10 to 20 times as great as that of an ordinary touring car, having the same-sized engine.

The regulations for the Coupe de la Commission Sportive have come to hand together with those for the 22nd Grand Prix of the Automobile Club de France. The first-mentioned race is due to take place on July 2nd, i.e., the day before the French Grand Prix. No restrictions as regards engine size or weight will be imposed for this race, the only limiting factor being that a total weight of 44 gallons (97 lb) of fuel and oil will be allowed for the engine and gearbox. On this quantity competitors will have to cover 32 laps of the Montlhéry road-racing circuit, equivalent to 248.50 miles.

What sort of car shall we see competing in this event? The result of this race should be far-reaching and should do more than anything which has recently occurred to stimulate research towards the one vital factor to most motor-car owners—the question of running costs.

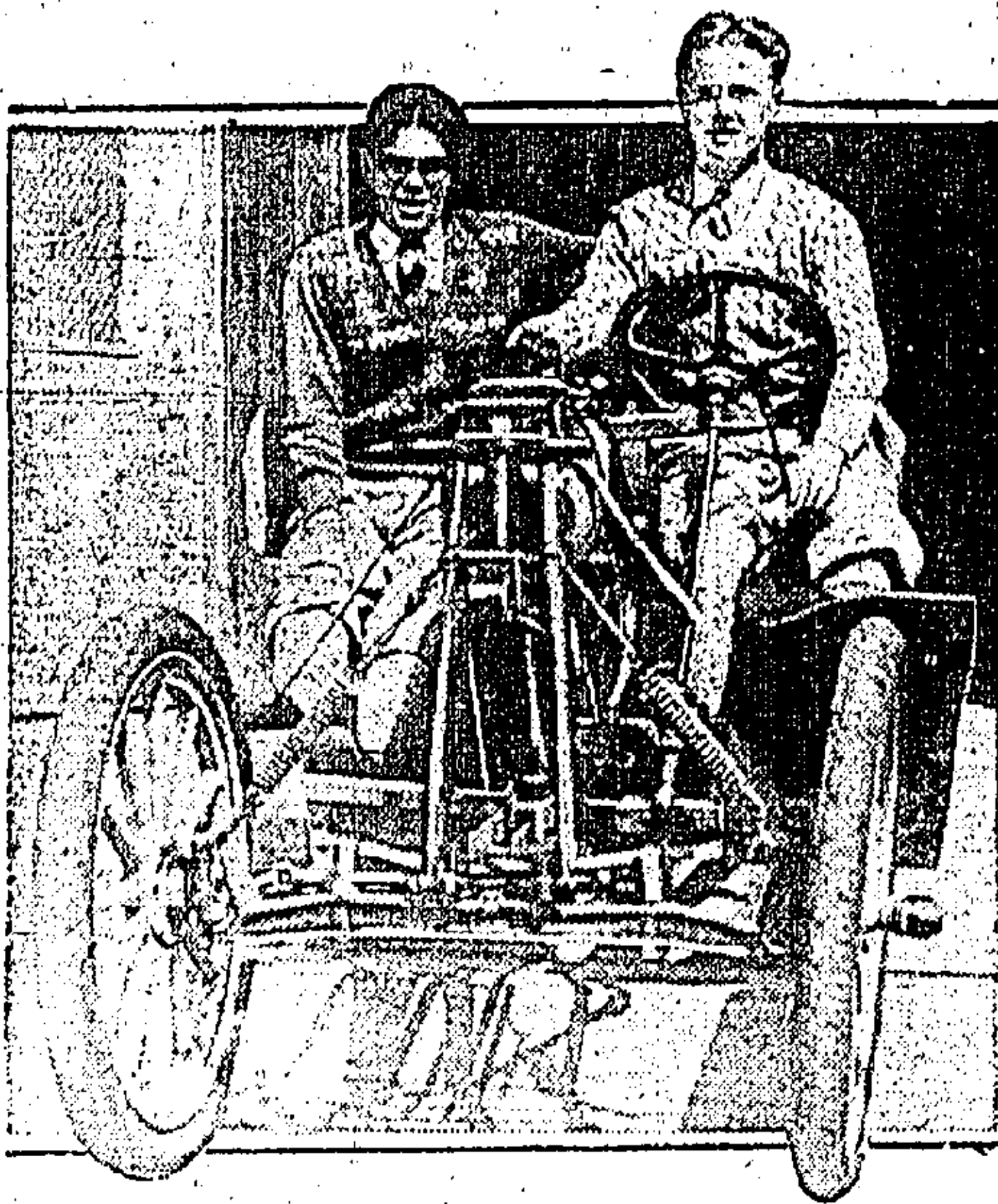
Ninety-seven pounds in weight works out, roughly, at an allowance of 13 gallons of fuel and oil; that is to say, a driver can determine to run on 10 gallons of petrol and 3 of oil, or he can decide to use 12 gallons of petrol and 1 of oil, and so on. The great point to bear in mind is that the cars have to be presented to the stewards with fuel tanks and the engine sump and gearbox empty. Consequently, it may be assumed that at least two gallons of oil will be required for the engine and an extra quart, say, for the gearbox. This leaves 10½ gallons of fuel available, so that a fuel consumption during the race of about 23 or more miles per gallon will be essential.

The fuel will be ordinary commercially obtainable touring petrol, and will be provided by the Competitions Committee of the A.C.F., who will also supply the oil asked for by the competitors. The oil used must be chosen from the makes and qualities which are readily obtainable in ordinary circumstances.

When we come to consider the effects which such a restriction of fuel and oil will have on the design of the cars competing, we are faced with a number of alternatives. It may be taken as practically certain that the supercharged 1,500 c.c. cars which will be used in the French Grand Prix on the following day will be unable to compete. It is hardly likely that the use of a supercharger can be reconciled with a reasonably low fuel consumption.

As regards the size of the competing cars, we may expect a wide

MOTOR VEHICLE MADE FROM "JUNK".



These two students of an American University have built a motor vehicle from discarded parts purchased from second-hand dealers. It is said to possess quite a good turn of speed.

STREET CROSSING.

Pedestrians to Take the Offensive?

It is sometimes useful to state an important fact in the simplest possible words. May I, then, say the London correspondent of the *Manchester Guardian* state quite simply that in London it is hard to cross the road? To illustrate the general by the particular, I once saw Mr. Winston Churchill (before he was Chancellor of the Exchequer) walk in a dignified way a little more than half way across Whitehall. Then he noticed things, fairly took to his heels and ran like a rabbit. I stood on the "island" in the middle of the road breathlessly watching for a scoop. Mr. Churchill won by a coat tail and I lost the scoop. It is the poor (including the new poor) who suffer, as always. A rich man can afford to take a taxi to cross the road.

A correspondent who has formerly written to me emotionally on this and cognate subjects now sends me a suggestion. "It has often been proposed," he writes, "that pedestrians should be compelled to carry a light on their backs. I make a counter-suggestion. It is that every pedestrian in town or country should be compelled by law to carry a motor horn. If possible, it should be one of those motor horns that make a noise like a giant being violently sneezed. This horn he should be compelled to sound whenever he means to cross the road, whether it be Piccadilly or the Brighton road, anywhere in Surrey or Sussex on a Saturday or Sunday. At present a sane man has to stand humiliated, waiting like the rustic in the classical fable for the river to run by. This costs him time and money, or, if he is unlucky, his life. The motorist's horn is an instrument of insolence. I only ask," concludes my correspondent, "that the pedestrian should be allowed to share in the insolence."

FUEL TAX FAVOURED.

Strong opposition to the existing form of taxation by cylinder bore, and a distinct preference for a fuel tax, were expressed recently by the Derby Chamber of Commerce in a resolution which has been forwarded to the Ministries.

variety or types, because no weight limit is imposed nor are there any regulations regarding the type of body or the number of seats.

In 1913, when the French Grand Prix was run at Amiens on a fuel-consumption basis, a 5½-litre car won the race at an average speed of 72 m.p.h., with a fuel consumption of about 14 m.p.g.

On the day following the Coupe de la Commission Sportive the French Grand Prix will be held over a distance of 48 laps of the same circuit, which works out at 378 miles. The regulations are the same as for the International Grands Prix held last year, the maximum cylinder capacity allowed being 1,500 c.c.

FORD EXHIBIT.

Chariots and Airplanes.

Henry Ford has opened the doors of his museum at Dearborn, Mich., his automobile factories, and his airplane plant and has sent to New York City, for display a remarkable exhibit of vehicles, ranging from the most primitive to the most modern.

The exhibit, is given the title of "The Evolution of Transportation." It includes every sort of vehicle from replicas of two Egyptian chariots from the tomb of King Tutankhamen, who reigned 1353-1330 B. C. to the latest Ford development, the little single-passenger airplane.

Included in the collection of old vehicles is a primitive ox-cart like the one in which Joseph carried his father into Canaan, the old Conestoga wagon, the Sociable, the buckboard, the "Adam and Eve" wagon, the doctor's high buggy, the stage coach, the tin-peddler's wagon, and even the old-time wheel bicycle and four passenger tandem.

The transition of transportation from the horse-drawn vehicles to motor cars is illustrated in the exhibit by a number of Ford cars. These include the first Ford car, the two-cylinder car which Henry Ford completed in a little brick shed in Detroit back in 1892.

There also is the first Model T car, the model upon which the present vast organization of the Ford Motor Company was built, and of which more than 14,000,000 have been produced and sent to all parts of the world.

The exhibit will be presented in the show rooms of the branch building and a feature will be afternoon and evening programmes of music by Henry Ford's old-fashioned dance orchestra. As last year, the orchestra will be on the air twice during the week, broadcasting a programme of old-fashioned dance music over WEAU and its chain of stations.

In addition to the transportation exhibit, there will be many other displays, principal of which will be that of a miniature threshing outfit, which will be in operation daily, threshing grain, in the main floor show room.

MANY PATENTEES.

Despite the industrial disturbances which marked last year, patentees were busy, over 33,000 applications having been lodged in the Patent Office. Wireless inventors claim first place, and devices relating to motor vehicles are much in evidence.

BOYS FOR MEN'S WORK.

In order to give boys something to do, and so keep them out of mischief and trouble, Mr. Henry Ford is said to have decided to engage 5,000 between the ages of 16 and 20. They will do "men's work" and be paid independence wages.

THE BRITISH TYRE SITUATION.

One That Calls for Discretion.

"TYRE PRICE WAR."

Motorists will be regarding the existing tyre situation with some degree of interest, if not with a certain amount of anxiety. Much as everything that makes for cheaper motoring is desirable, there are considerations that should be weighed very carefully in connection with a lowering of tyre prices by British makers which has behind it any element of compulsion.

It cannot be said with absolute truth that present market conditions altogether justify the cuts which have recently followed one another in rapid succession. At the outset they suggested something desperate in the way of casting the dice rather than a sound commercial policy which present circumstances actually warrant or which future conditions may possibly justify.

The move was initiated by foreign manufacturers, with certain factors in their favour, and the leading British makers have found themselves forced to follow, although not all of them have reduced their prices by so much as the foreigners. Two are selling on equal terms, and one announces a wholesale price reduction which is 5 per cent. below the figure for foreign-made tyres.

The cause for anxiety on the part of motorists may lie in the contemplation of the possibilities of makers being prompted by economic forces to make changes in production methods. To-day motor tyres, and in particular those of British manufacture, have reached a high degree of excellence, making for durability and dependability, which cannot and must not be sacrificed by any deterioration in quality. Money spent on good motor tyres is money well spent, because the tyre is one of the greatest safety factors in motoring to-day.

For this reason a "tyre price war," which, for economic reasons, may result in the slightest diminution in quality can well be regarded as a benefit of very doubtful value to the user. It is sincerely to be hoped that British tyre manufacturers will weigh the situation with the minutest care, bringing consideration to bear upon every aspect of it before permitting themselves to be stamped into any policy that might react to their disadvantage.

At the same time motorists should regard the quality tyre as the "lifeline" of motoring, and they, too, should use their judgment with discretion, bearing in mind that "to be penny wise is to be pound foolish."

OLD LEADS NEW.



The oldest mode of transportation inaugurated the new d'Iberville bridge at Biloxi, Mississippi, U.S.A. A bullock wagon led the procession of vehicles at the opening ceremony.

CHOICE OF EQUIPMENT.

Accessories Included With New Motor Cycles.

By Capt. E. de Normandie in *The Daily Chronicle*.

The question as to whether a motor-cycle should be sold completely equipped or the purchase of the accessories be left to the choice of the individual buyer is becoming more acute.

If one can read the signs of the times correctly, there appears to be a change of policy coming along.

In the past the bulk of machines have been sold minus their detail equipment. The reason for this was that nearly every buyer was an enthusiast, and knew (or thought he knew) a good deal

AUTOS MAY KILL 25,000.

If the automobile toll this year continues to rise at the same rate that it increased during 1926, it is possible that 25,000 men, women and children will be killed by motor vehicles in 1927, according to an estimate of the New York National Safety Council.

CARS ON U.S. FARMS.

An estimate based on registration figures shows that there are about 4,850,000 automobiles on the farms of the United States. This is exclusive of trucks and tractors which number about 1,000,000.

more about suitable accessories than the manufacturer of the motor-cycle.

Happily for the good of the sport and the industry, the keen enthusiast is still with us—in far greater proportion than in any other branch of motoring.

BOUGHT FOR UTILITY.

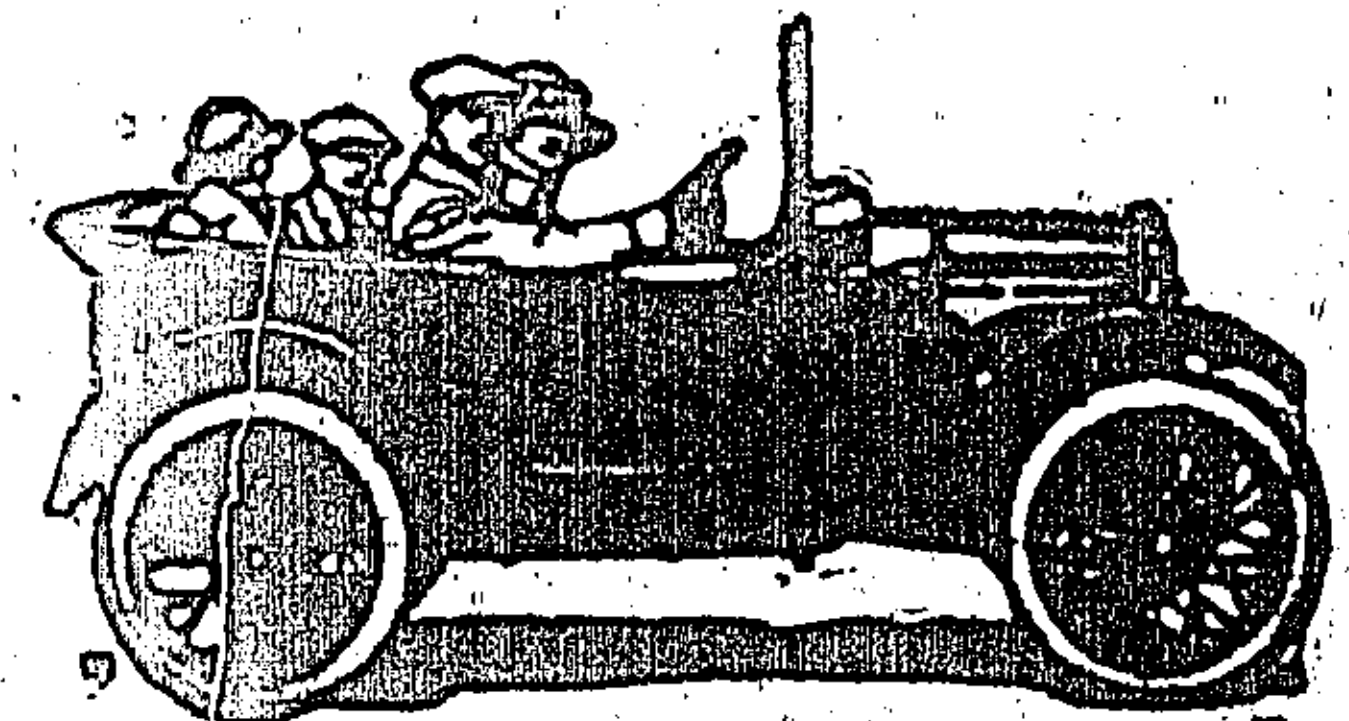
There are others—and their number is increasing. These are the people who buy a motor-cycle purely for its utility value: a speedy and economical means of transport from place to place.

They know little or nothing about the respective values of similar accessory equipment, and prefer to leave it all to the manufacturer.

As times change, so do customs, and there is now a tendency for more manufacturer-equipped mounts. One of its more important advantages is that the buyer gets better value for money.

STOP — LOOK — LISTEN TIMES — HARD, MONEY TIGHT!

Why throw away money on big car upkeep when the Austin "7" will do the same job for a cent a mile? It will take you there and bring you back. There is just as much pride in an Austin "7" as there is in a Rolls Royce.



25% DOWN

The Easiest of Deferred Terms arranged to suit your Individual Pocket.

Stocks Carried

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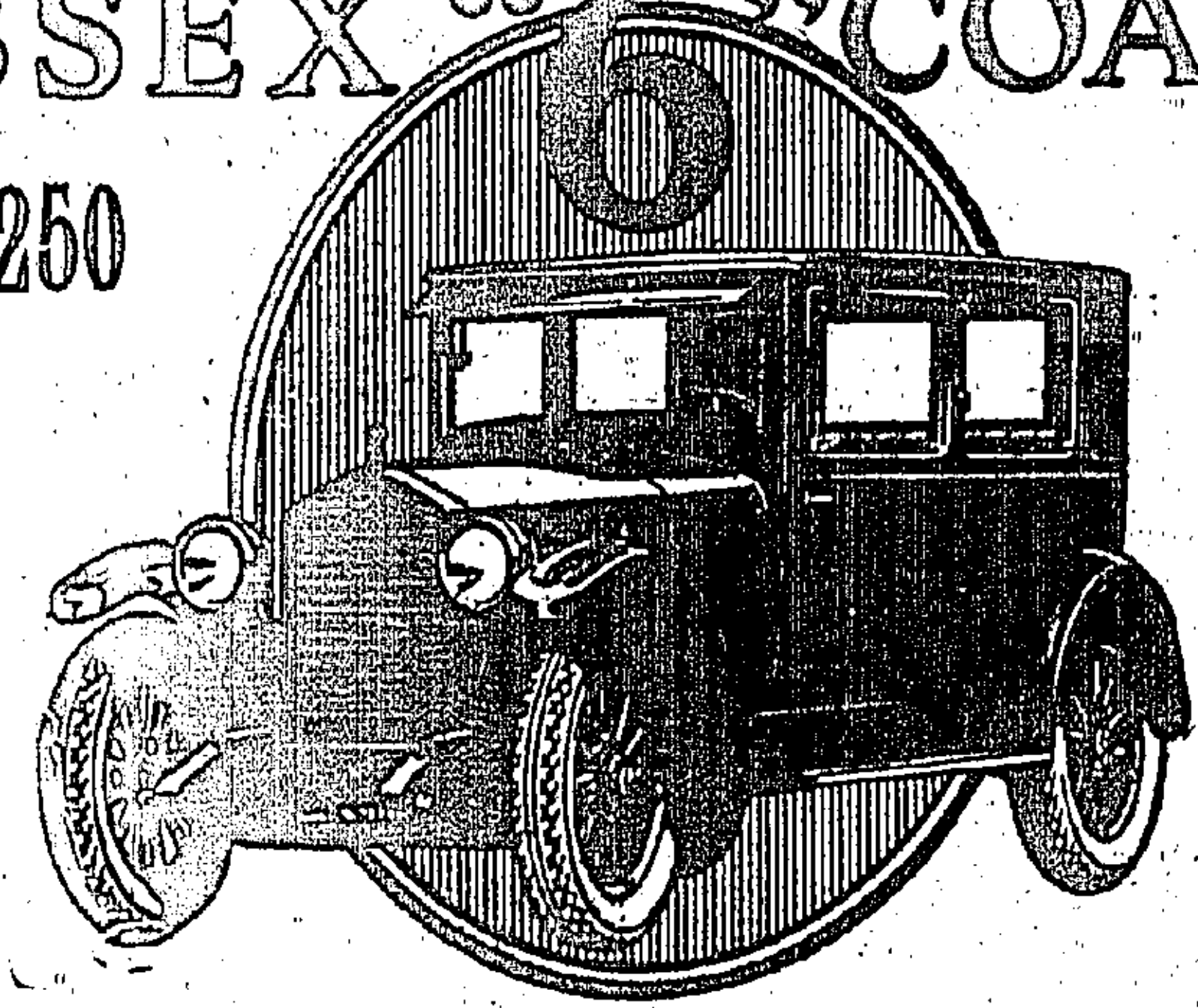
HONGKONG.

— and —

The Kowloon Motor Car and Cycle Exchange Co. KOWLOON.

ESSEX "6" COACH

G\$1,250



The Lowest Prices for The Finest Essex Ever Built

This is the greatest Essex value in history. It is the finest Essex ever built. The price is the lowest for which Essex ever sold. The largest production of 6-cylinder cars in the world, giving economies in purchase of materials, manufacture and distribution exclusive to that position, make this value possible to no other builder.

The new low price places it within reach of all. At little more than the cost of a low-priced "Four" it gives the brilliant performance, reliability, riding ease and fine appearance for which Essex is famous. A ride will give you, too, a conviction of goodness and quality, such as you never expected in a car of its price.

ESSEX TOURING G\$1,200.

All Prices Include Complete Special Equipment.

THE DRAGON MOTOR CAR CO.,
LIMITED
33 WONG NEI CHUNG ROAD, HAPPY VALLEY

MIXED GRILL

A Merry Miscellany

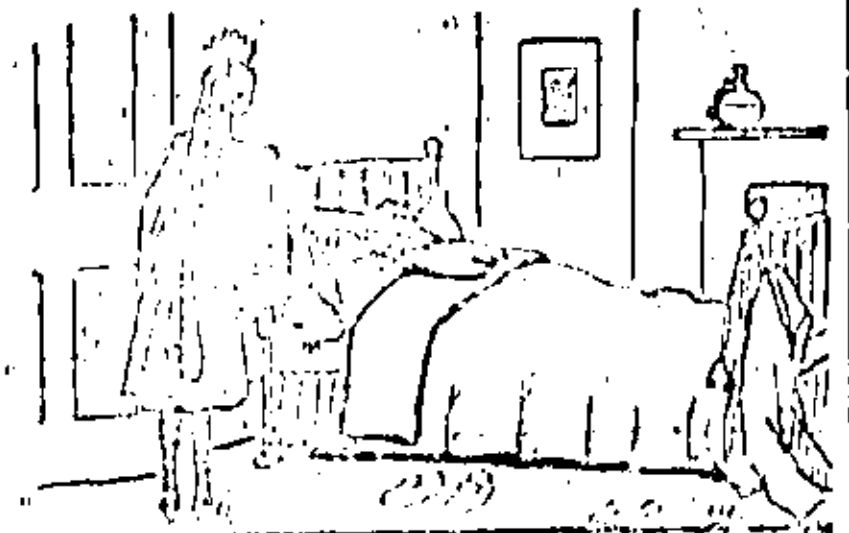
Ashley Sterne

Sir William Arbuthnot Lane's denunciation of women who have become slaves to auction-bridge has not come a moment too soon. What, I ask, is to be the fate of the babe yet unborn if its potential mother lives, moves, and has her being at and about the eternal bridge-table? Why, the poor mite will be brought into the world weak in the heart department and possibly afflicted with club-foot too. He will never be permitted to grow up, as his mother will steadfastly refuse to short-cut him on the ground that she wants to establish his long suit. Nor will he for long remain under the maternal aegis. What, with his heart debility and his club-foot, his mother, to whom he has become a second nature to discard from weakness, will take an early opportunity to turn him out of the house without a word of re-entree, close the door on him with a grand slam, and subsequently justify her conduct on the ground of chicane. What will become of him? Aye, there's the rub!

"I say, old man, somebody's left a roller-skate in your front garden."

"Roller-skate be blowed! That's my new four-seater!"

Already the British astronomers, I read, are making preparations for observing the total eclipse of the sun on the 29th June next, though to the lay mind it is not quite apparent what preparations can be made at this early date, except engage a room at some hotel situated along the line of totality and request the chambermaid to practise in the meantime calling comatose astronomers at



3 a.m. But even as I write there comes news from my friend Professor Evans Gayzer, who writes me that he is undergoing a severe course of daily training in order to make the most of the short period of 23 seconds during which alone the singular phenomenon of the corona will be functioning. To this end he has procured a box of Coranas from an eminent firm of cigar-merchants, and devotes several hours a day to watching the bright red glow develop round the rim. He tells me that his distinguished colleague, Professor Starr Studyer, is also rehearsing assiduously at total eclipse observing, and for a considerable part of each day repairs to his coal-cellar and looks at a pickled walnut through a pea-shooter.

A VALENTINIVATION.

O, who will be my valentine?
That's what I want to know.
O, who will share her lot with mine—
Maude, May, Kate, Nell or Flo?
In feature, you may be surprised
To hear, I'm rather plain;
In stature, I am undersized—
Just five-foot I attain.

Of fifty lucre I've not much—
Scarcely fifty pounds, I doubt;
My future prospects are not such
As I'd write home about.
My health is rather frail, I fear;
My temper none too good;
My mood morose, as if not austere;
My manners somewhat crude.

I'm very prone late hours to keep,
And play bridge at my Club;
I always like to oversleep.

ARMS LIMITATION.

WHAT AMERICA THINKS.

Geneva, Mar. 18.
The United States has made observations on the report of the Joint Commission on Disarmament and indicated its attitude towards the problem in a long Memorandum. This reiterates that the American Government does not view favourably the proposal of international supervision of the administration of an agreement limiting armaments. It believes the surest foundation to construct such an agreement is international good faith and respect of treaties and that the introduction of the element of supervision and control is calculated to engender distrust. The view is expressed that the proposal that each State should undertake to establish as a crime at common law any training in the use of poisons or bacteria, particularly of air squadrons, is impracticable, also that military expenditure cannot be held to constitute a criterion for the com-

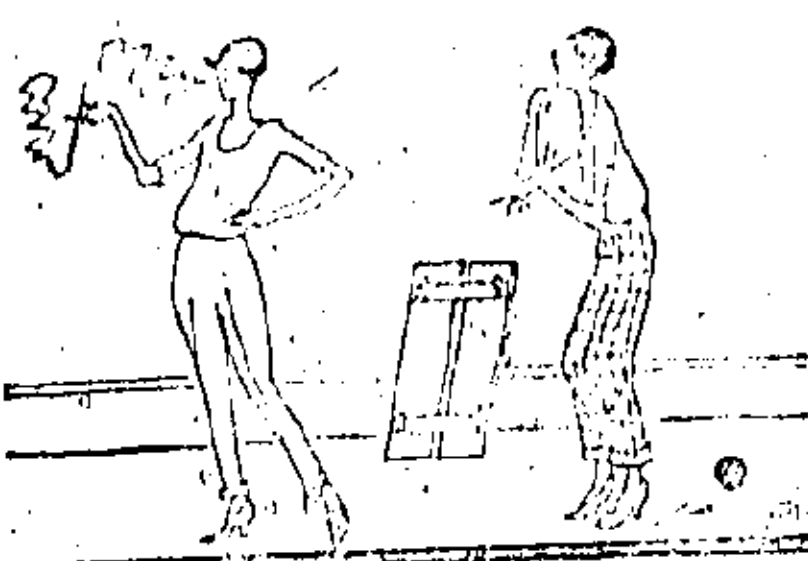
And come down late to grub,
I'm slovenly about my clothes;
My hair's unkempt and long;
I smoke rank Flor de Cabbajos
Of odour vile and strong.

But yet once more I'm asking you
My valentine will be?
You might go further, girls and do
A damned sight worse than me;
Though grave my faults, I'd have
you know

One sterling trait I've got:
I'M NOT CLEAN MAD ON
RADIO—
And that should count a lot!

As I promised last week, I will now reveal the circumstances which led to Professor Barmion Crumpett being thrown out of the Smui Hotel in Bombay. It appears that owing to his inability to procure any cobras to practise snake-charming with, he had one afternoon been exploring the fragrant strands of Back Bay with a view to securing a few sand-eels instead. His efforts, however, proved fruitless (or rather fishless) and he returned to the Smui in a state of extreme exhaustion. He retired at once to his bedroom, and ordered 17 large whiskies-and-soda to be sent up. An hour later extraordinary noises were heard proceeding from Crumpett's room, and one of the management promptly went to investigate the cause of the disturbance. He found Crumpett seated in the middle of the floor blowing his nose-fute for all he was worth, and attempting to pick the scriggly pattern off the carpet and transfer it to the soiled linen-basket. The inference was all too obvious: Crumpett had "got 'em again." He was subsequently removed in high dudgeon in a police-ambulance.

M. Paul Poirer, the feminine fashion expert, is predicting that in thirty years women will be wearing trousers. Of course, in many households she has been metaphorically wearing them for generations—ever since, in fact, hens first discovered their ability to peck. But M. Poirer is speaking literally, not metaphorically. In this instance, though personally, I have no fear that women will ever be quite so foolish as to adopt the Tube System for clothing their legs. They have only to experience a few times the awful bother and anxiety attendant upon nightly folding their trousers along the creases, and inserting them without a suspicion of a ply or wrinkle beneath the mattress, in order to realize that trousers (as every man knows) are of satanic origin. When one comes to lift the mattress in the morning



one's trousers are no longer trousers; they are cloth cork-screws, and before they can be made presentable one has to procure a vacuum steamroller and squish them out flat again. Then, too, women will have to put up with the diabolical mystery of baggy knees. All men know that a perfectly new trouser-knee will bag just out of sheer devilry, even though the wearer may walk with unbent legs and never sit down. So stick to your pretty little shingled skirts, my sisters, lest a worse thing befall you!



Rows are over a heap of things including the telephone.

parison or limitation thereof—
Renter.

IN WAR ZONE.

NORTHERN TROOPS IN CHINKIANG.

MUCH COMMANDEERING.

Ten days ago, writes the Chinkiang correspondent of the N. C. Daily News, under date of the 9th inst., there was great excitement over the arrival of Northern troops, and they soon made themselves felt by commandeering coolies, rickshaws and barrows for the transport of their goods from the station to their billets. Train arrangements at the station were considerably upset, and business came pretty well to a standstill over the circulation of Shantung paper money.

In a few days' time matters began to settle down and folks went on with their business. Shortly after this the new troops began to move down the line, then on Saturday last there was a new development owing to the return of the Chinkiang men, and for these few days troops have been pouring into the port.

Concession on Railway.

These troop movements have very much disarranged the ordinary running of trains, but great credit is due to the traffic department in that it was able to get some passenger trains through. Rumour had it that the line had been cut, but this was proved not to be the case. The station yard is full of all kinds of military impedimenta, and armies of coolies have been busy these days transferring guns, cannon, rifles, furniture, cooking utensils, flour, fuel, rice, ammunition and numberless other articles from the station to the waterfront.

Much Dislocation.

The Bund on the Concession presented an animated appearance this afternoon when it was full of soldiers waiting to embark for Yangchow. All kinds of launches and boats have been pressed into the services for conveying the men to points up the Grand Canal and for some days now it has not been possible for civilians to cross the river to proceed to Yangchow. Even the motor services have suspended running. By to-night the worst of the congestion should be over, and we hope that trains and launches will soon be able to resume their normal time table again.

Living in Peace.

In order to protect the coolie class who were pressed into service, the local Chamber of Commerce made provision that each man should receive a reasonable wage for his services. At the time of writing there is practically no garrison to protect the town, but the citizens' defence force is very much in evidence, and we hear of no cases of lawlessness taking place in the city. We are living in peace, and the merchants are able to carry on their business much as usual. An office has been opened here for the purpose of dealing with the exchange of Feng-tien notes.

The British destroyer H.M.S. Witherington, which has been here for some weeks, has now left for Hongkong, and H.M.S. Wyvern has come to take its place. The American destroyer has been called up to Hankow. After a somewhat long and cold winter we are enjoying some bright spring weather. The schools, both Mission and Government have opened with a good enrolment of pupils, and it is to be hoped that they will be able to carry on without interruption.

ROBBERY SEQUEL.

THREE MEN SENTENCED.

Three men were charged before Mr. R. E. Lindsell this morning with having taken part in a theft in No. 2, Tung Lung Street on the 5th instant. All pleaded guilty and were sentenced to six weeks' hard labour each.

The first man was arrested last night on the staircase of No. 3, Lu Wah Street and admitted that he intended to commit a robbery there. He was sentenced to a further term of three months on this count.

The second man was arrested while roaming up and down Tung Lung Street and he stated that he also intended to commit a robbery there last night. He was also given a further three months.

The third man was arrested on information received from the first two.

The local weather forecast, till noon-to-morrow is: "North winds; moderate; fine to cloudy."

We may live without Poetry, Music and Art,
We may live without conscience and live without heart,
We may live without friends; we may live without books,
But civilised man can not live without cooks.

HELP YOUR COOK TO BE A GOOD COOK BY FITTING A GAS COOKER.

Many kinds of the latest Gas fittings for all purposes are on view at the Showrooms;
16, Des Voeux Road, and West Point.

Hongkong & China Gas Co., Ltd

P. T. FARRELL

Consulting Engineer & Manufacturers' Representative.

Agencies for:—

Bollender's Crude Oil Engines Marine,
Stationary and Lighting.

"WYANDOTTE" Boiler Cleaner and Cleanser.

King's Building, Top Floor.

Telephone Central 442.2 Telegraphic Address "FARSEEING"

NEWS OF HAWAII.

SOME INTERESTING ITEMS.

All former records for production were broken in 1926, by a Honolulu pineapple cannery when the year's output of the canned fruit totalled 3,049,376 cases.

This brought the stock-holders of the company a profit of \$28,952.04 or 76 cents per case of finished product.

Teachers' Wishes.

The majority of mainland school teachers who present their written applications to teach school in Hawaii, do so because of the climate and because they want to travel. So says the Territorial Department of Public Instruction after counting over the applications and picking out the lucky ones for next year's work.

Teachers in making their applications for positions in the islands are required to fill out a specified form, in which the question is asked "Why do you wish to teach in Hawaii?"

The above answers were in the majority while many of the teachers said they wanted to come down and study the racial situation. Many of the applicants disqualified themselves by careless answers. For instance, in reply to the question, "Married or single?" many answered, "No." Another query, "What is your religious affiliation?" was answered "Yes," "Any" and "No."

According to officials of the Department, applications generally come from localities in which a teacher lives who has at some time taught in the islands, and who returns to tell her friends about the territory.

Most of the women applicants write from western or middle western states, although letters came from all over the nation.

Proposed Monument.

General G. H. Soper, member of the Old Guard of Hawaii, prominent in annexation days, has been appointed head of a committee to arrange the details for the erection of a monument in honour of the late Sanford B. Dole, Hawaii's "Grand Old Man."

Popular opinion in the islands has expressed itself as desiring the memorial to Dole who was the guiding force in the annexation of the islands by the United States. He was the Republic's first President and the territory's first Governor. He later was a prominent member of the judiciary.

Frogs for Orient.

Two thousand pairs of frogs who have been wont to boom their basses and quiver their tendons into the moonlit beauty of Hawaii's nights, will soon be given a trip to the Orient, if an order received by Mr. H. L. Kelly, the territory's Fish and Game Commissioner, can be filled.

MAGAZINE COVERS.

PRIEST'S PROTEST ON PARIS BOULEVARD.

During the mid-day lunch hour, a little crowd gathered on the Boulevards in Paris recently to watch a tall priest, who was standing opposite a newspaper kiosk, tear into small pieces several of the magazines displayed on the counter. When the scraps of paper were scattered on the ground he turned to the onlookers and explained his act. For the sixth time in less than two months, he said, he was actively demonstrating against the lack of restraint displayed by artists who illustrated the covers of the magazines.

It was not long, however, before his discourse was interrupted by a policeman, who took him to the police station. He there gave his name as Abbo Bethloom, which it seems is his real name, and asked to be prosecuted. He explained that Article 30 of the Criminal Code enjoined upon all citizens to denounce to the authorities the crimes and offences of which they might be witnesses. As complaints regarding the public exhibition of doubtful illustrations were so rarely taken into consideration, he had thought it his duty himself to execute the law prohibiting their display.

According to Mr. Kelly, an order has been received from a frog fancier in Japan who desires the Hawaiian type of croaker in his business. Whether the desire for the local amphibians grows from an idea that their environment in the "land of melody" makes them more polished serenaders; or from the possibility that their edible hinder legs have been made larger by surf riding is cause for local speculation.

The order will be filled if possible.

Hotel Entertainers.
A group of Hawaiian serenaders known as the "Beach Boys" who croon and strum the plaintive melodies of the southern seas each night on Waikiki Beach, have put on white trousers and are doing their part to entertain guests at the new Royal Hawaiian Hotel, the \$3,000,000 hostelry which was opened February 1.

Rumour has it that the management of the Hotel had a hard job persuading the native musicians to devote part of their time to displaying their carefree talents indoors. However, they finally decided to give it a trial and bashfully enter the spacious lobby for their concerts.

"The 'Beach Boys' are an established institution at Waikiki and each year thrill thousands of travellers with the native melodies some of which they compose themselves."

Sam Kahanamoku, brother of the famous Hawaiian swimmer, Duke Kahanamoku, is a member of the group.



BOYS' CLOTHING

at

POWELL'S

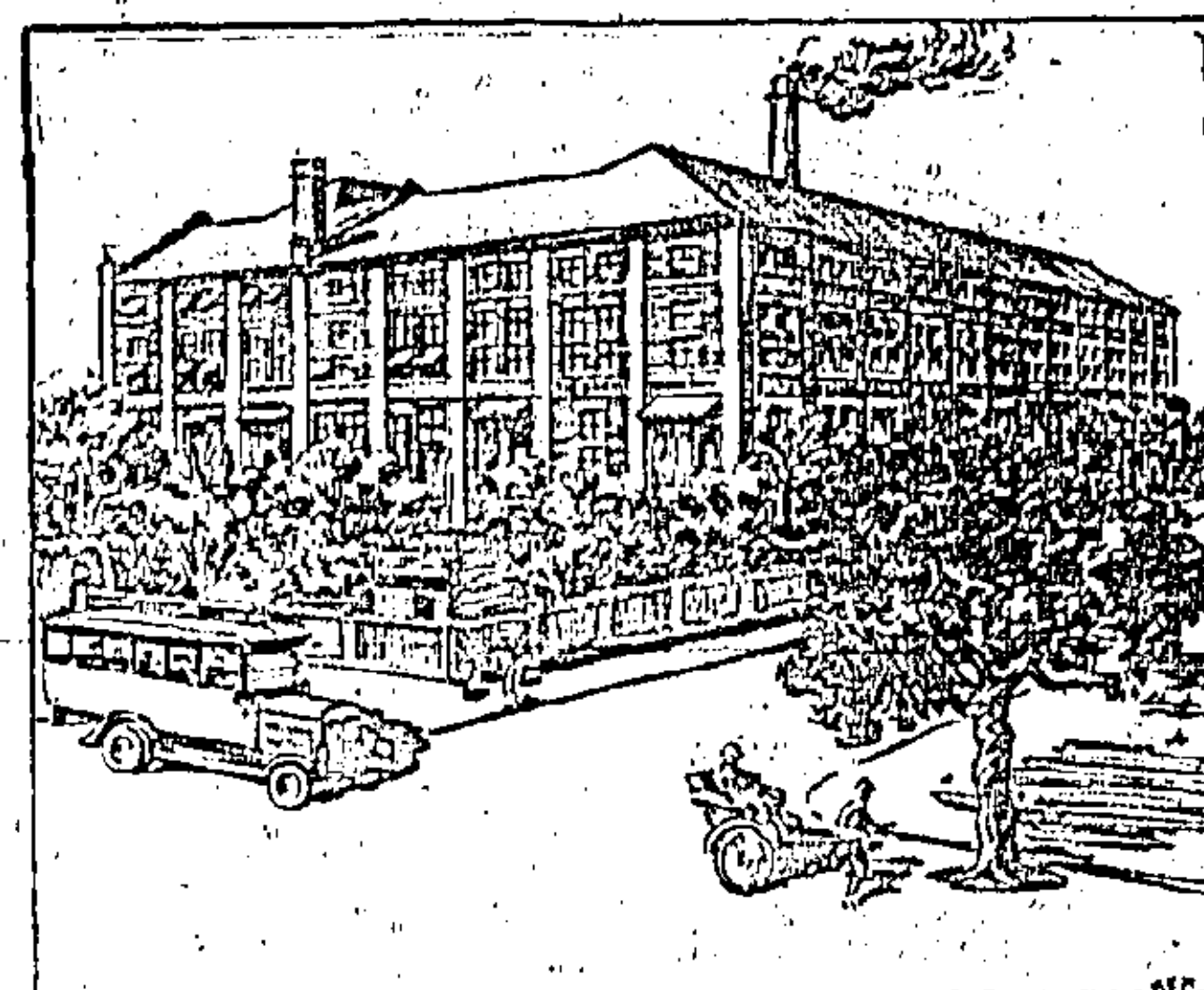
When your boy needs new clothes make your selection from the extensive range shown in our Boys' Outfitting Department.
Grey Flannel 2 Pce Suits.
Tweed Suits of Specially Selected Materials.

BLAZERS in plain and striped Melton Cloth.
— OF —
Shirts, Hose, Caps, Shoes, etc.

We have a varied choice.

POWELL'S
— BOYS' CLOTHIERS. —

THE ORIENT Tobacco Manufactory C. INGENOHL



The home of the world-famed, MANILA CIGARS.
"LA PERLA DEL ORIENTE"
Sold by: YOURS TRULY Tobacco Store,
22, Voaux Road Central Tel. C. 1856.



Distributors—
American Milk Products Corporation.

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DINE and DANCE
AT
Cafe Restaurant Parisien
TO-NIGHT
SPECIAL MENU
AT
NO ADDITIONAL CHARGE
"Come and have an enjoyable evening"

Preserve and decorate the Woodwork
of your House
with

TIMBORITE

**WOOD PRESERVATIVE AND
STAIN COMBINED**

IN
THREE SHADES OF BROWN
AND

THREE SHADES OF GREEN

STOPS Dry Rot, Decay and
Destruction by White Ant

Tint Cards and Information from
Agents:

S. C. LAY & CO.

Alexandra Building—Telephone C. 763.

WILKINSON, HEYWOOD & CLARK,
Shanghai, Hongkong.

The Bathroom Beautiful.

A MODERN bathroom may be made a
harmonious part of the room it adjoins,
by the use of tiling that is procurable in many
tints and colours from:—

The Malkin Tile Works Co., Ltd.,

who specialise in designs for all classes of tiling,
including fireplace, wall, floor-tiling and mosaics.

Stocks carried and suggestions
gladly given by the Sole Agents:—

C. E. WARREN & Co., Ltd.

Showrooms:—CHINA BUILDING.

TEL. C. 209.

"Looks like an Irishman, talks
like a Welshman, and his mother
is a Spaniard," was the descrip-
tion given by the police to Bath
magistrates regarding a man
charged with begging, who was
stated to have had 12 expulsion
orders.

A painting hanging in the hall
of Peterborough Palace was con-
sidered for many years to be that
of Bishop Chambers, first Bishop
of Peterborough, but it has now
been found to be that of William
de Winton, Bishop of Winchester,
1447.

ST. GEORGE'S SOCIETY.

BALL TO BE REVIVED.

The suggestion that community
singing would be a fitting cele-
bration for St. George's Day was
made at the annual meeting of the
Society last evening.

The question of what form the
celebration on the day itself
should take was left for the con-
sideration of the Committee, the
meeting deciding however that the
St. George's ball should be revived
and held later in the year.

The meeting was held in the
Board Room at Messrs. Jardine,
Matheson and Co. Ltd., and was
excellently attended. The Pres-
ident, Mr. W. A. Dowley, was
supported by the Hon. Sir Henry
Pollock, the Hon. Mr. H. W. Bird,
the Hon. Mr. E. D. C. Wolfe, Mr.
R. E. Lindsell, Mr. C. G. Alabaster,
Mr. P. S. Cassidy, Mr. E. B. C.
Hornell, Dr. G. M. Harston, Mr.
L. C. F. Bellamy, Mr. D. B. Pent
and Mr. R. MacIntyre.

President's Speech.

Proposing the adoption of the
report and accounts Mr. W. A.
Dowley, the President said:
I apologise for the delay in
submitting to you our annual re-
port and statement of accounts for
the year ending December 1926. It
was due to our sporting little
Honorary Secretary having an
unfortunate accident on the first
day of the Race Meeting and I am
quite sure you will forgive this
unexpected delay.

The audited accounts are in
your hands and I would like to
pass a few remarks on some of the
items. The balance brought
forward was a little in excess of
last year, due to better collections
of entrance fees and subscriptions.
We are still several dollars be-
hind on these two items as it is
difficult for our Hon. Treasurer
to collect same. If members would
only help by sending in their dues
direct, our fees would be much
larger. It is unfair to expect our
Hon. Treasurer to dun members
for such small amounts and a little
thought and co-operation on their
part would help considerably.
On the debit side, our
grants were less, as only deserv-
ing cases of financial assistance
were given. We had many calls
but thanks to the Rev. Mr. Walde-
grave and others we were spared
a great deal of trouble and money.

Increased Membership.

The cost of telegrams was a
little more owing to sending out
greetings on our Day at urgent
rates and embodying our Parent
Society's additional message to all
sister Societies, out in the Far
East.

During the last two years we had
to allow our Hon. Treasurer a
little help and this cost us \$30.00
per annum.

Our membership has increased
to quite a respectable figure as
something like 514 names are on
our rolls. New members num-
bered 27 but we deeply regret to
record the deaths of thirteen com-
rades and extend sincere sym-
pathies to their relatives.

I am very sorry to state that
our sporting little friend Mr. D. B.
Pent cannot carry on his duties
as Hon. Treasurer, which position
he has filled during the last three
years, as he is going home on
leave. I ask you to record a very
heavy vote of thanks to Mr. Pent
and hope he will enjoy his rest
and holiday to the utmost.

Our Hon. Secretary, Mr. R. E.
Greensmith, has also gone home
on a vacation. To him we extend
our many thanks.

New Officials.

I am pleased to say that we
have been successful in filling
both these vacancies and in due
course you will be asked to elect
the two candidates. It is very
kind of these two young and new
members to step forward and
assist our incoming President and
Committee.

It would be unfitting for me
to close without reference to the
assistance and hearty co-operation
of the Committee, and I thank one
and all for their cheerful help. I
wish to conclude this address by
quoting you the following
paragraph taken from the editorial
of the Hongkong Telegraph dated
the 11th Instant.

"It is not in regard to social
functions, however, that the St.
George's Society chiefly con-
cerns itself. Its principal aim
is to assist deserving individuals
of the English race who have
come upon evil days. In this
work it has done a very great
deal, and its ordinary income
is devoted solely to this pur-
pose. For these and other rea-
sons, every Englishman in the
Colony should figure in its mem-
bership roll, and we trust that
the attendance at the coming
annual meeting will show that
the English community is in no
respect behind other similar
organisations in the enthusiasm
and energy of its members."

Our best thanks are due to one
member of this Society, who
should receive grateful acknow-
ledgement publicly for his always
cheerful and willing assistance,
whether at charitable or social
functions and that gentleman is

our esteemed friend Mr. George
Grimble.
I now beg to propose that the
report and accounts, as presented,
be adopted.

Officers Elected.

On the proposal of Mr. Dowley,
Mr. C. G. Alabaster was elected
President for the coming year.
Mr. Alabaster said he would have
preferred that the position should
be held by someone more capable
of filling it. He would do his
best, however, to carry out his
duties in the traditional manner
set by the Society.

Sir Henry Pollock proposed Col.
L. G. Bird as Vice-president and
this was carried unanimously.
Mr. R. MacIntyre was elected Hon.
Secretary and Mr. R. Jardine, Hon.
Treasurer.

The following committee was
also elected: Messrs. L. C. F. Bel-
lamy, P. S. Cassidy, E. B. C. Hor-
nell, R. E. Lindsell, J. H. Ramsay,
W. E. L. Shenton, the Hon. Mr.
E. D. C. Wolfe, Messrs. E. Cock,
W. J. Kildridge, F. A. Wells, H. B. L.
Dowbiggin and T. E. Pearce.

Suggested Celebrations.

A discussion followed the elec-
tion of officers on how St. George's
Day should be celebrated, a mem-
ber suggesting that something
might be done in connexion with
the various regiments now in the
Colony. He suggested that all the
regiments should be asked to take
part.

Mr. Lindsell: Surely the Scots-
men don't want to celebrate St.
George's day (laughter).

Mr. Alabaster said the real ques-
tion was in what manner the day
should be celebrated. The com-
mittee would want to know whe-
ther the celebration should take
the form of a concert or dance,
or some other entertainment.
They would, of course, lay a wreath
on the Cenotaph and also send the
usual greeting to the mother so-
ciety in London. The committee,
however, would like suggestions for
the celebrations.

At a committee meeting it had
been suggested that a cabaret
dance be held. April 23rd was a
Saturday and they would not be
able to extend their rejoicing to
quite the same extent as their
more hardy friends from the
North. They would, of course, be
able to have some entertainment
however.

The Hon. Mr. E. D. C. Wolfe
said as far as he could remember
the proposal was to have a cabaret
dance. There was no reason to
break the Sabbath as the cabaret
dance could be held on another
night. The proposal was not to
take the Theatre Royal but to
hold the function in St. George's
and St. Andrew's halls in the City
Hall.

Some slight inconvenience might
be caused by the difficulty of mem-
bers at tables in one hall being un-
able to see into the other, but un-
less there was another suggestion
he proposed that a function of the
kind outlined be held.

Mr. P. S. Cassidy seconded.
Mr. Bellamy suggested that the
members should know something
of the cost of the proposed cabaret
dance before a vote was taken.

The Hon. Mr. Wolfe said it had
been suggested to the Committee
that the charge should be \$5.
The idea was to try and do things
on not quite such a lavish scale
and at less cost.

Mr. T. E. Pearce suggested that
the ball should be held again as
he thought that was a better
method of making the Society bet-
ter known. He did not see why
they could not hold the ball at far
less expense. In the first place
he did not see the necessity for
the elaborate supper. The ball
could be held later in the year
while St. George's Day itself could
be celebrated by a concert.

Community Singing?

Supporting the suggestion an-
other member said they might con-
sider the question of having a com-
munity singing concert in the
open. Community singing was
becoming more and more popular
at home and he thought it might
well be started in Hongkong.
The officers and men of the vari-
ous regiments in the Colony might
be asked to participate. He sug-
gested that this should be done
on St. George's Day and that the
ball should be held later in the
year.

Mr. Dowley said it was a very
good suggestion, but at this time
of the year no one could be cer-
tain of the weather.

The Hon. Mr. Wolfe said the
reason why the cabaret concert
had been proposed was because at
a previous committee meeting
held three or four months ago the
cost of the ball to members was
raised. It was impossible to hold
a successful ball unless it was
supported by almost every mem-
ber. It was no good leaving it
to just a few. Cards had been
sent out to members and while
many were not returned the
majority of those replying were
not in favour of a ball. That was
the reason for the latest sugges-
tion.

Amendment Carried.

Another member suggested that
as there were some who were not
interested in dancing there could
be a concert lasting say an hour
in the Theatre with a dance to

ENGAGED TO 18 WIDOWS.

THE IRRESISTIBLE ROBERT.

Eighteen widows assembled in
a Berlin court recently to de-
nounce Robert Lofelson, formerly
a cook in a Hamburg-American
liner, who had promised to marry
the lot.

When he was off duty Robert
used to promenade the deck of
the liner, and as he was tall, good-
looking, and elegantly dressed, he
managed to scrape acquaintance
with a number of passengers who
gave him introductions to rela-
tives in Berlin. It was introduc-
tions to widows with money that
he valued most. Thanks to the
imprudence of the travellers and
his own powers of fascination he
became engaged to widows all
over Berlin and the surrounding
districts.

He managed on various pretexts
to get money from most of them.
The widows sat in court and
glared at him and a happy look
of revenge came into their eyes
when they heard the judge sen-
tence him to a year and a half's
imprisonment.

follow. Mr. P. S. Cassidy said in
that event those who went to the
dance were not likely to go to the
concert.

Mr. Pearce said he put forward
his amendment to the proposal for
a cabaret concert because he was
sure the ball could be revived.
He had always thought that
cabaret concerts were rather
selfish affairs as small parties
sat at a table and those in it
danced amongst themselves.

The amendment in favour of
the ball being held was put to the
meeting and carried by a large
majority.

Mr. Dowley said he had received
a letter from the Rev. H. Copley
Moyle asking if the Society would
like to hold a special church ser-
vice on a Sunday near St. George's
Day. Mr. Dowley said that St.
Andrew's Society held such a
service and thought St. George's
would do the same.

It was decided to hold the ser-
vice on April 24.

Mr. Dowley proposed a vote of
thanks to the Hon. Mr. D. G. M.
Bernard for the use of the room,
and Mr. Pearce proposed a vote of
thanks to the past president, Mr.
Dowley, both of which were car-
ried unanimously.

LAST FEW DAYS

SINCERE'S SPRING SALE

Closing March 23rd



ASAHI BEER

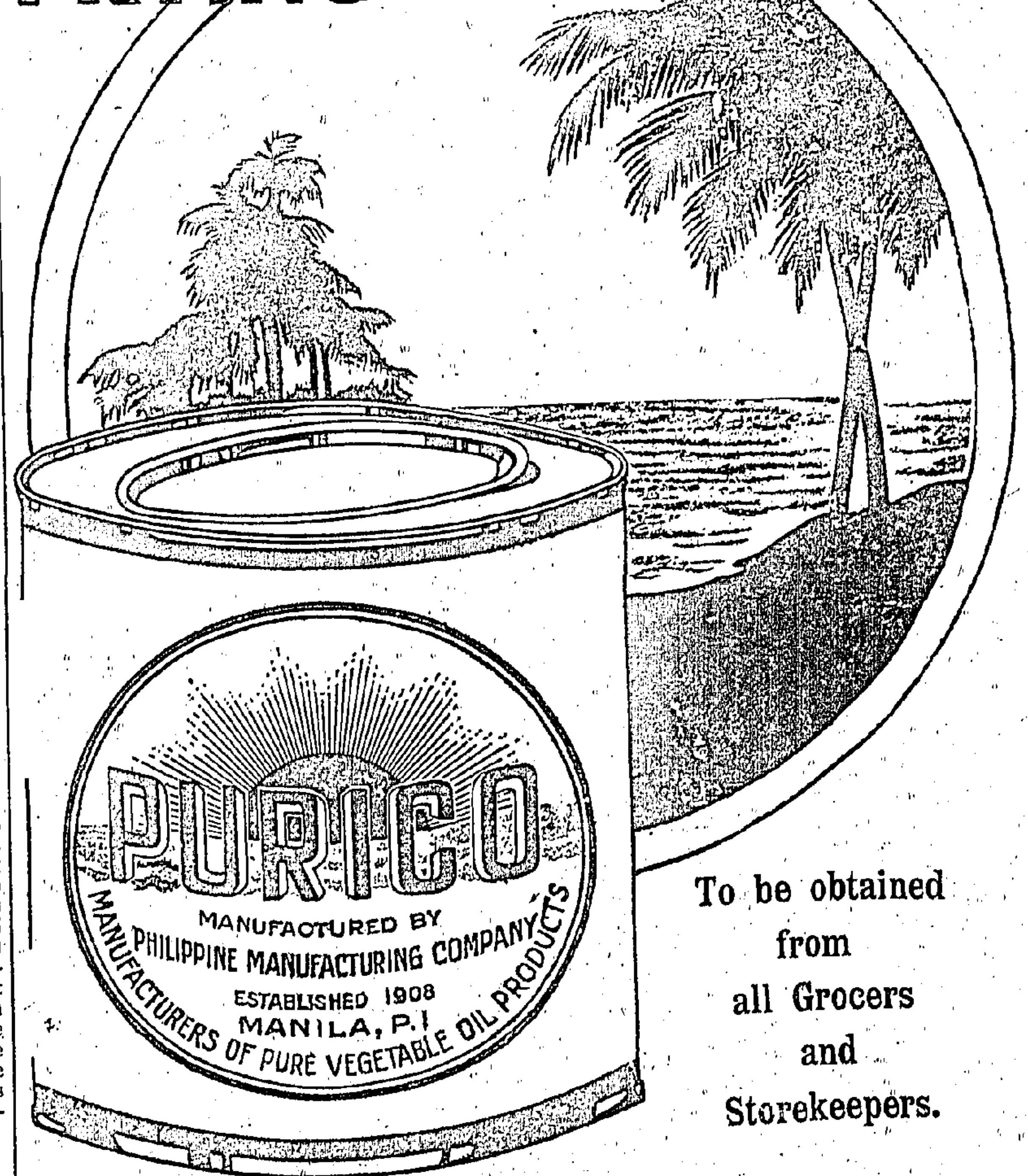
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WOMAN'S WORLD



FOR THE PLUMP.

HOW TO REDUCE.

To be slim is the ambition of every woman, but medical men have been condemning the starvation diet so often adopted by the woman who considers herself too plump. To refuse the system sufficient nourishing food is to court disaster, they very rightly say, especially in the event of illness.

The too plump woman, whatever her age, is generally the woman who does not have sufficient exercise. Walking, especially when it takes the form of sauntering about looking at shops, cannot be termed exercise for reducing purposes. For this special movements must be practised, and practised regularly, every day.

For the Hips.

For reducing the hip measurement no exercise is more effective, than what is known as "touching the toes." Stand erect, keep the knees rigid, then bend forward and, with the arms stretched out straight, touch the toes. Rise, still keeping the knees stiff, and repeat one dozen times. Those who have not been in the habit of exercising regularly, will find that it is not possible to touch the toes at the start. However, with a little practice, it will become quite easy.

An exercise for reducing a too fat abdomen consists of lying flat on the floor and drawing the knees up towards the chest, keeping them close together. Then while they are in this position, work the feet briskly as if pedalling a cycle. Golf, and occasional Turkish baths, will be of great help in reducing weight, but the simple exercises given above, if practised regularly every morning, or better still, twice daily, will in a few months make a wonderful reduction in a too stout figure.

VERY CHIC.



This attractive little smoking jacket is in black satin, with brocade trimming.

THE "NAPELACE".

NEW WAY OF WEARING PEARLS.

At a recent first night at one of the Home theatres a pretty actress who attracted considerable attention was in a stall, not on the stage, and the reason people were looking at her was because she had discovered yet another new way of wearing pearls.

A string of big pearls was fixed rather tautly across the back of her neck, across the nape from ear to ear, the ends of the string being attached to the ears themselves by means of pendant screw earrings.

The "napelace," as the new piece of jewellery has been christened, is very effective when its wearer has a fairly long and well-shaped neck. It looks particularly well below a shingle, but it should be avoided by the girl whose neck tends towards undue plumpness.

Large pearls are most suitable for the purpose, and the new method provides a fresh use for the pink or mauve baroque pearls which were in fashion a year or so ago and which have been lying useless in Milady's jewel-case.

Sometimes the earrings are also of pearls, but sometimes they are of contrasting stones, and before long it is likely that women will be wearing napelaces of other stones than pearls.

MORE PLAIN STYLE.

JUMPER TO BE LONGER.

A plainness characterises everything again. On a first appearance, it would seem that there is very little difference between the clothes that we wore the other days and those which we shall wear to-morrow. Chiefly the change is shown in subtler choice of materials.

The little coat which has been shown, almost as an after-thought, with many suits, now proves its importance. A short semi-tailored coat is seen with many new designs.

Untrimmed necks are an attraction to many women. They look smart, they guard the craze for synthetic jewellery, or jewellery of some sort, and they are entirely in accord with the need for simplicity.

Jumpers are a good deal longer this season, bordering in some cases on tunic lines. In contrast there are bloused models which are full to the hips, where they finish in a tight band fastened with buttons.

Sports coats are made collarless and are quaintly original. They are made with shoulders and sleeves tucked and seamed in an interesting fashion. Huge sleeves, made to hang correctly, with darts on one side of the seam, are another variation of this new mode.

We are going to hear a good deal more about the plain stock-inette and plaided combination. There is a determined effort to stick to a plain jumper and a patterned skirt.

Scarves are coming in again this spring. In many cases they are employed to decorate plain necklines. Scarves and bags are made to match.

Checks and plaids continue to be very fashionable, and spotted fabrics are approved. So also are printed materials showing quite tiny flowers as the pattern.

SWEET SANDWICHES.

GINGER FINGERS.

Chop some preserved ginger very finely, and spread it, with a very little of the syrup, on thin slices of brown or white bread and butter. Remove the crusts and cut the bread into fingers.

Fruit Sandwiches.

Chop some glace fruits finely, mix them with a little whipped cream, or butter icing, and spread them on thin slices of bread and butter or stale cake. Cover with more bread and butter or cake, and sprinkle crushed crystallised violets or rose petals over the top.

Nut Sandwiches.

Put any kind of nuts through a mincer or nut mill, mix with sieved icing sugar and pound with the white of one or two eggs and some almond or vanilla essence. When smooth, spread between thin slices of plain biscuits.

Note.—The nut mixture may be flavoured with orange juice.

ORIGINAL TRIFLES.

FOR EVENING WEAR.

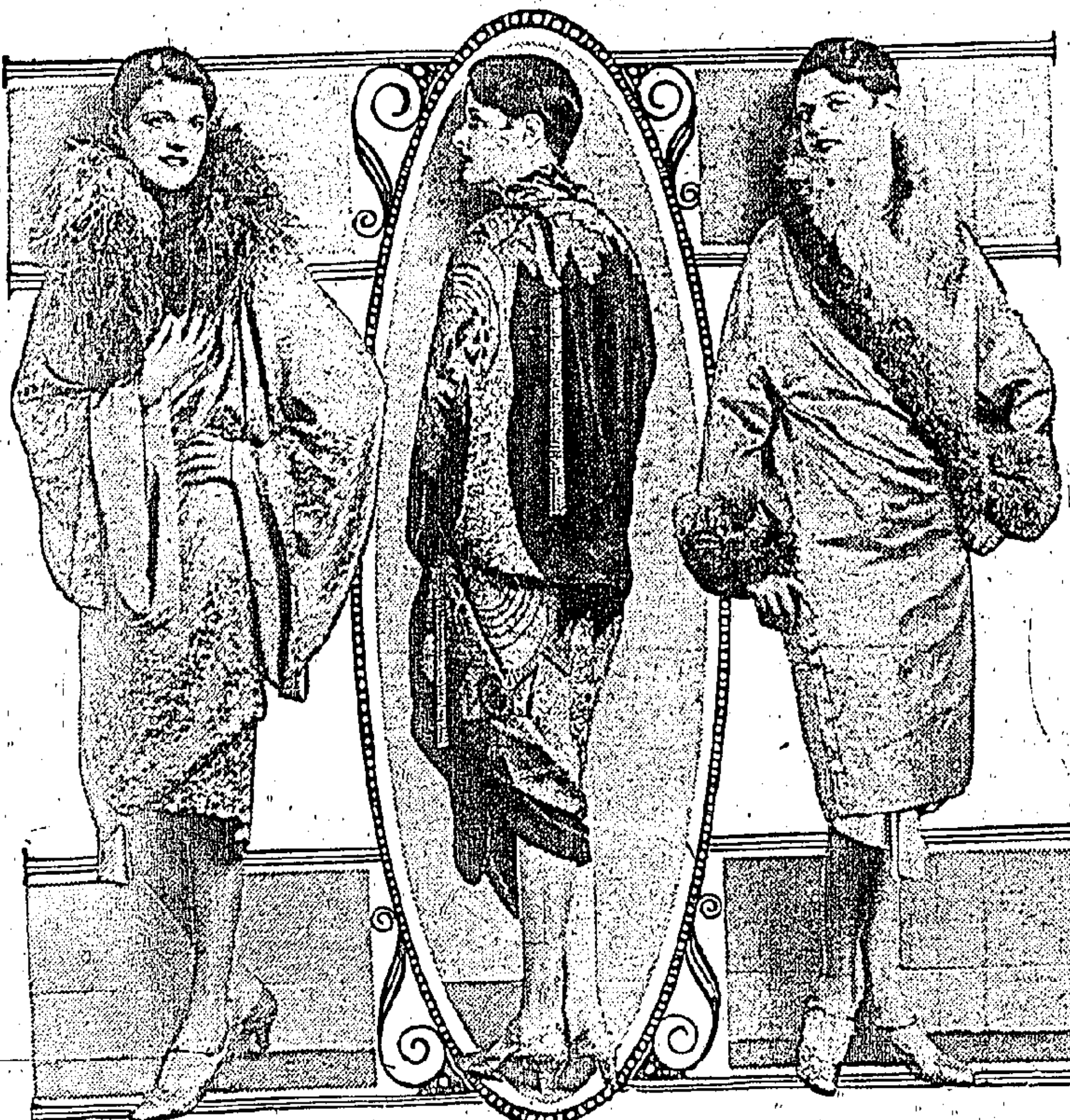
Some of the imitation flowers shown for evening wear are a foot wide, although their shagginess prevents them from looking that size. Fabric flowers of these proportions drip down the back of evening gowns.

We are warned of a revival of ruffles and berthas. A picture frock with a ruffled skirt had everything to commend it, especially as the ruffles were small and outlined with crystal; but the berthas, seemed to be indescribably old-fashioned.

Two original capes were recently very much admired at a dress show. One was of gold lame with a beige chiffon capelet edged with fur. The other was of Nile green chiffon, and the fullness was collected in "masses" of smocking and stitched gathers on one side only.

SPRING STYLES FLASH GOLD AND SILVER.

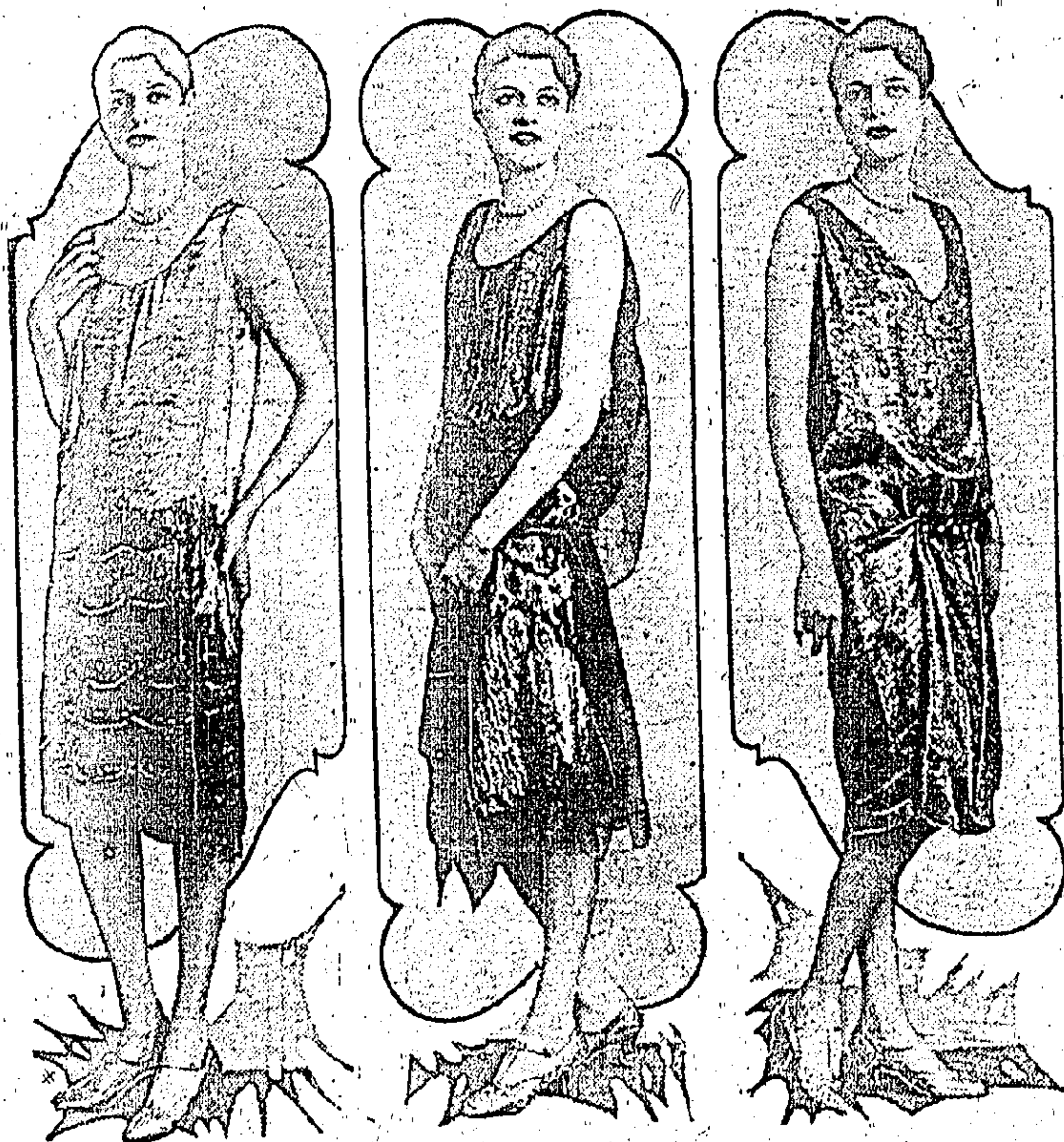
TREND IN EVENING WRAP LEADS TO BRIGHT SHIMMERING CLOTH.



Photographed to-day are three new spring wraps, rich in colour and in perfect accord with the modern spirit. Most simple, but extremely effective, is the model of green and gold metal cloth that flashes emerald or sunlight according to the lighting, with a collar of lynx fur, dyed a charming rose shade. By way of Paris, is the coat in tomato red silk crepe, heavily brocaded in silver and gold. Over the left shoulder and down the right side are long, heavily tassels of rhinestones and crystal. The flattering collar of ostrich is used on the fascinating tassels of metal cloth in which are woven silk threads of bois de rose. The ruff is two-toned, the light shade being the same rose to be found in the coat, the other a much darker and more striking shade of red. The cuffs of the sleeves are turned back so that a glimpse of the lining of rose-coloured georgette crepe may be revealed.

METAL CLOTH, VOGUE OF THE MOMENT.

DIAPHANOUS MATERIALS IN ALL UP-TO-DATE PARISIAN SALONS.



The models picture above are of the new type of evening gown, showing that brocades of silver, and gold rule the world of fashion. The simple model with the slightly draped front, is gold and turquoise blue metal cloth. The neckline is a V both front and back and a straight band of the cloth is drawn about the hips and caught at each side of the front with rhinestone buckles. The combination of beads and metal cloth is admirably handled in the cloth of gold gown with scalloped tiers of gold beads forming six rows of fringe and a narrow sash with fringed ends. Less rich and heavy in appearance than either of these is the combination of brown chiffon and gold brocade. This frock has a panelled back and a long sash which ties in front. Insets of chiffon at the sides and front give the fashionable uneven length so becoming in evening attire.

BLOUSED EFFECTS.

SKIRTS STILL SHORT.

One of the most important novelties of the season is the bloused effect. This is a welcome innovation, and which will certainly bring about drastic changes in matters of dress.

Again and again, always in the best show-rooms, we find this new outline repeated; and the "bloused effect" is applied to coats as well as to dresses. It may be accepted as a certainty that when bloused bodices begin to be generally popular their popularity will increase by leaps and bounds.

Two Colours that Always Please.

The rage for a heavy make of crepe de Chine is on the increase, and this supple material is ideal for frocks of "bloused" order. A little while ago it was reported that beige had gone out, but it certainly has come in again.

A famous Parisian designer who has a branch establishment at Cannes states that beige of a slightly puce tint is going to be the colour for spring frocks and tailor-mades. Side by side with this artistic shade of beige he places navy blue. So you see, we shall all have something that really pleases us.

Skirts are Not Getting Longer.

It is useless to insist that "skirts are getting longer" while the Paris dressmakers are making them as short as ever and while smart girls are insisting on "knee length."

Whether we like or dislike this fashion does not seem to matter much; it remains with us.

The ultra-short dress does better with a bloused top that demands an almost normal waist-line than with the frock of yesterday which had the waist-line down on the hips. The ultra-long waist-line made the distance between belt and skirt-hem seem ridiculously short. In fact many girls, and nearly all women, looked rather like cute little dolls dressed up for a party!

ROSES BY OTHER NAMES.

FASHIONS NEW COLOURS.

Colours must always have been one of the essentials of life, and ancient civilisations did not deny bright and glorious colourings even to their dead. In some climates, of course, white is indispensable, and in some countries custom prescribes black, even for women, on occasions when a more brilliant and decorative use of colour might be excused. But, even apart from restrictions of climate or custom, it cannot be many years ago since women of all classes had only the primary colours to choose from when they were filling their bottom drawer or draining their husband's resources. In these times, when there are few restrictions either on our imagination or on our ability to satisfy it, new and rare colours fill the draper's windows as each season comes round. Women's dress is grave or gay, sombre or piquant as fashion dictates, and especially at this time of year, when last season's remnants—lusty enough offspring of some merchant's adventure—are being slaughtered at the "Sales," there is much solemn speculation on the prospects of the colours chosen to tempt the women of 1927. Will they jump for the delicate rose of "Pompadour," the "Rubric" blend of Burgundy and scarlet, or the bright and beautiful red "Picas-so?" Grandmamma might have turned up her nose at blue, but can her granddaughter resist it under the name of "Larkspur?" and surely "Caramell" looks and sounds sweeter than brown. Then there are "Sedge," an almond-tinged jade, "Mist," a vague mauve, pale gorse, and "Naples," blue to tempt the subtler taste; and finally "Cocoa" for the quiet and the retiring. They cannot all be the rage in a short spring season, but their names, at least, are evidence that the textile trades have lost neither their imagination nor their sense of the beauty.

DAINTY NEGLIGES.

LOVE OF COLOUR.

Probably it is because of the standardization of clothes generally, the restraint in line and elimination of detail that negligees and lingerie have blossomed out so marvellously. Women are born with a love of beauty and colour. Restrict them at one point and they burst out somewhere else.

"Artiness" in dress is frowned upon today. We have become democratic in our ideas. No woman really wants to look very different from her friends so far as her day clothes go. She wants to be perfectly groomed, but she wants her hats high when other hats are high and her skirts short when others are abbreviated.

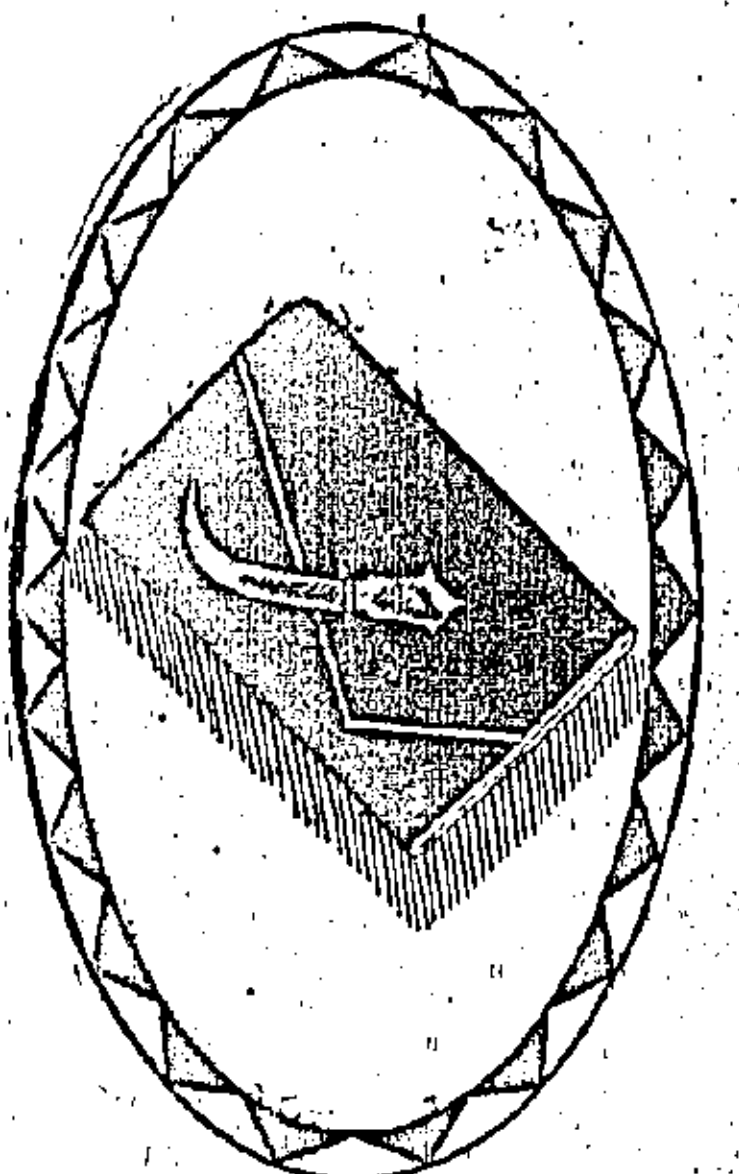
But in her boudoir she is still the mistress of her clothes. If she yearns for red velvet pajamas and a pink silk skirt—they can be her's.

Shouldn't be Practical.

A negligee is an expression of comfort, ease and intimacy. It is not "practical" and loses all its charm when it tries to be. It does not have to consider elements or the revealing rays of the sun. It can be itself.

Every woman should possess a dainty negligee. One of the newest ones from Paris is of peach coloured georgette with fillet lace let in perpendicularly, in parallel lines, across the front and back. The lace gives a panel effect that makes for slim lines.

PIRATE BAG.



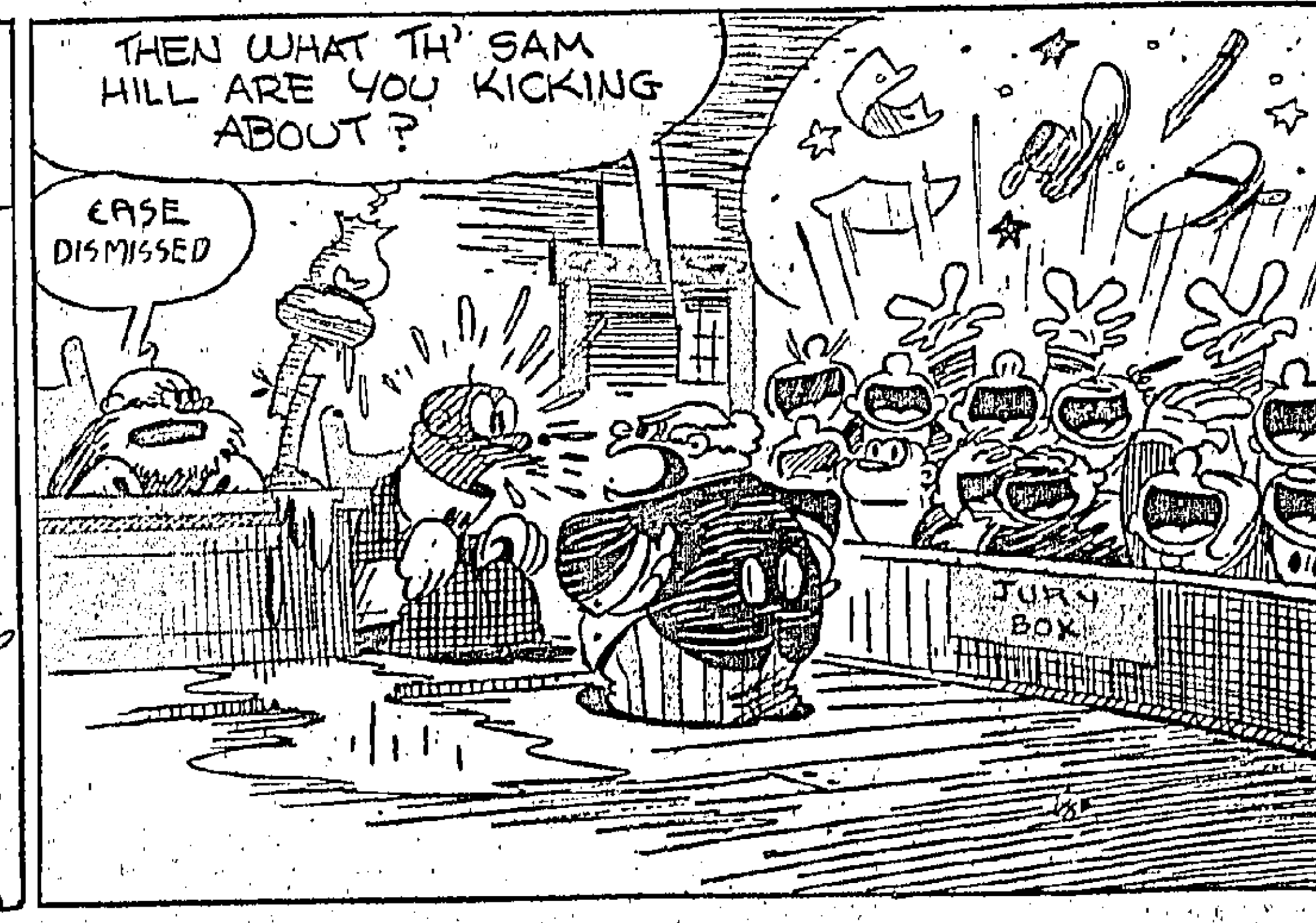
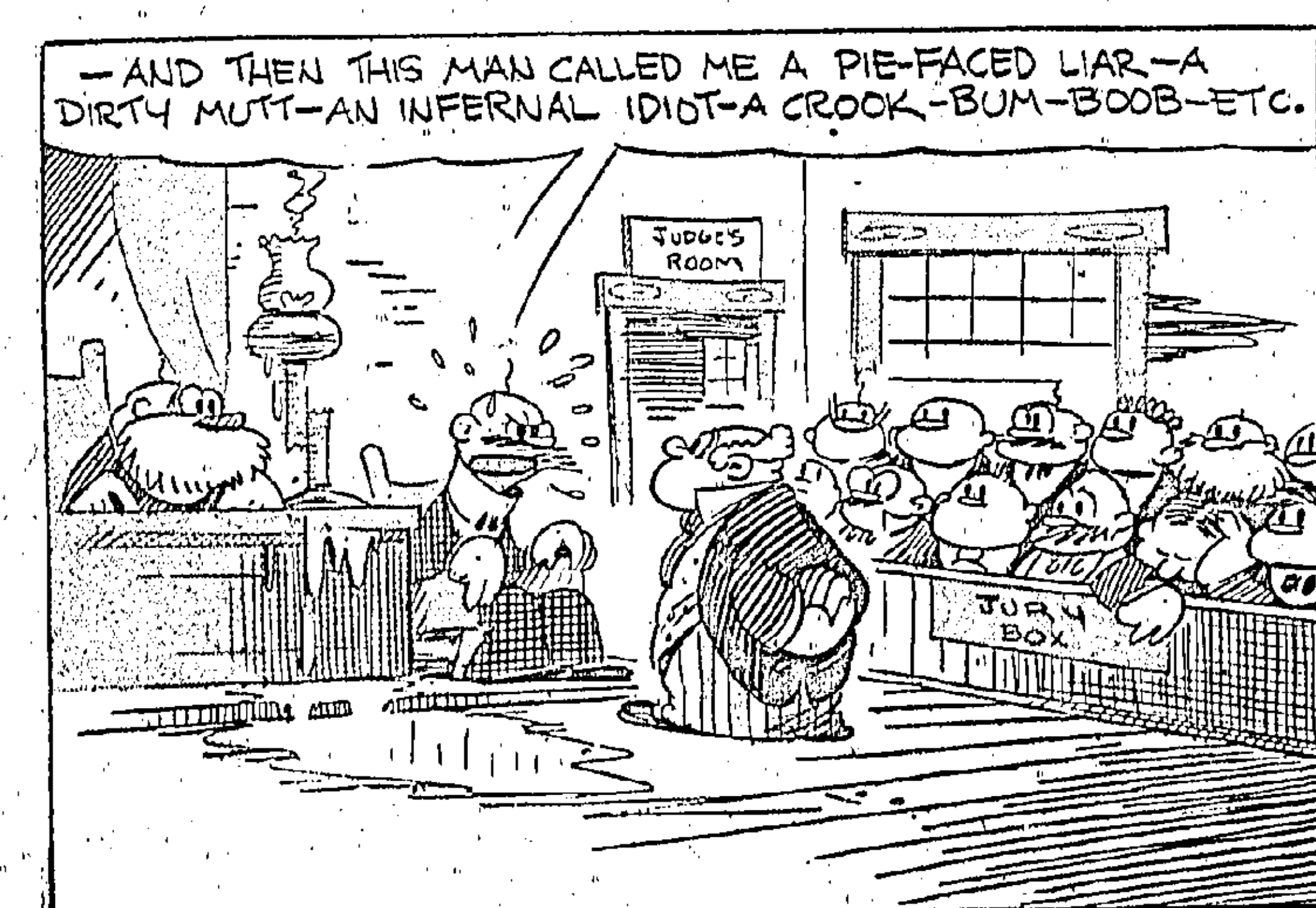
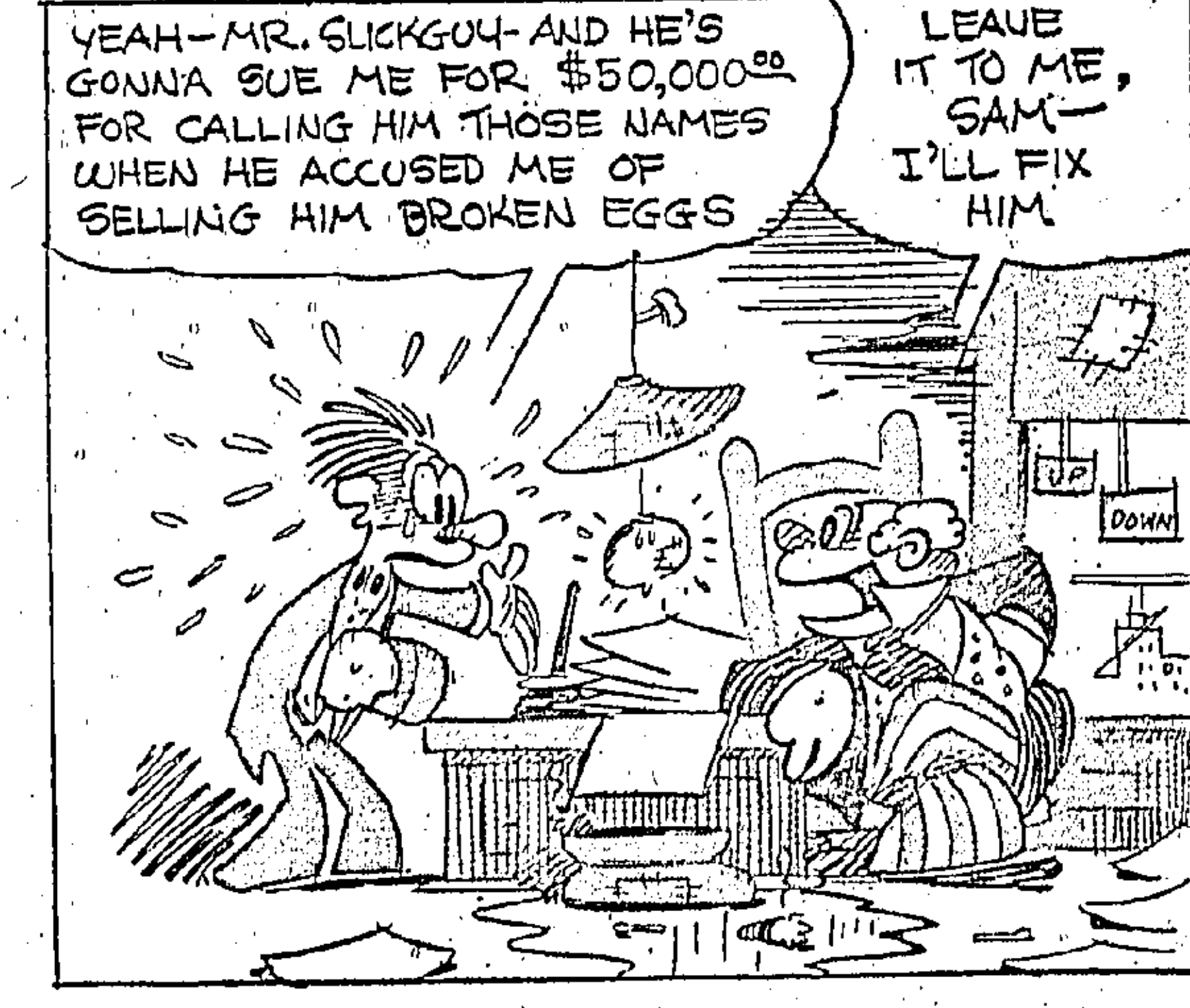
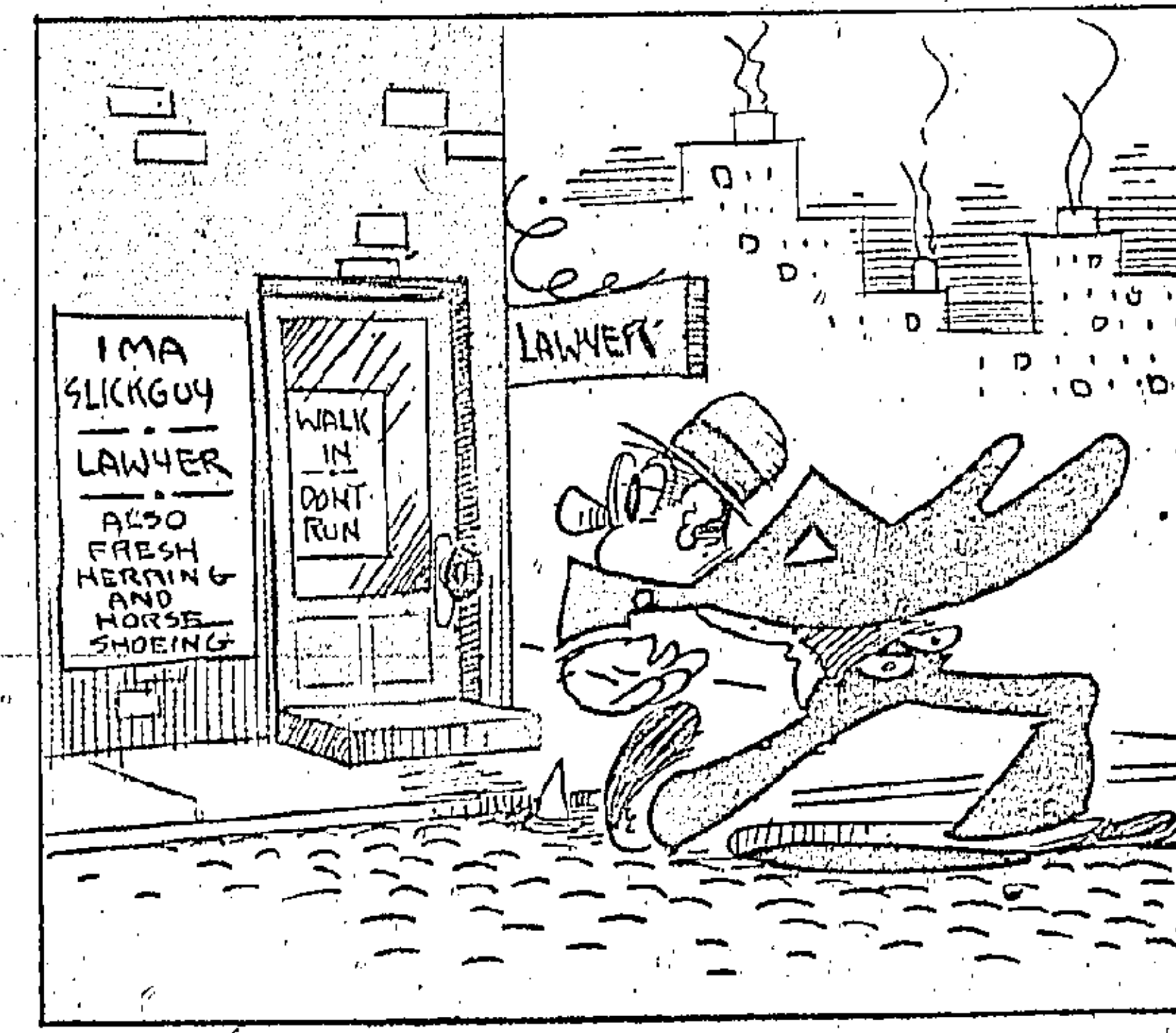
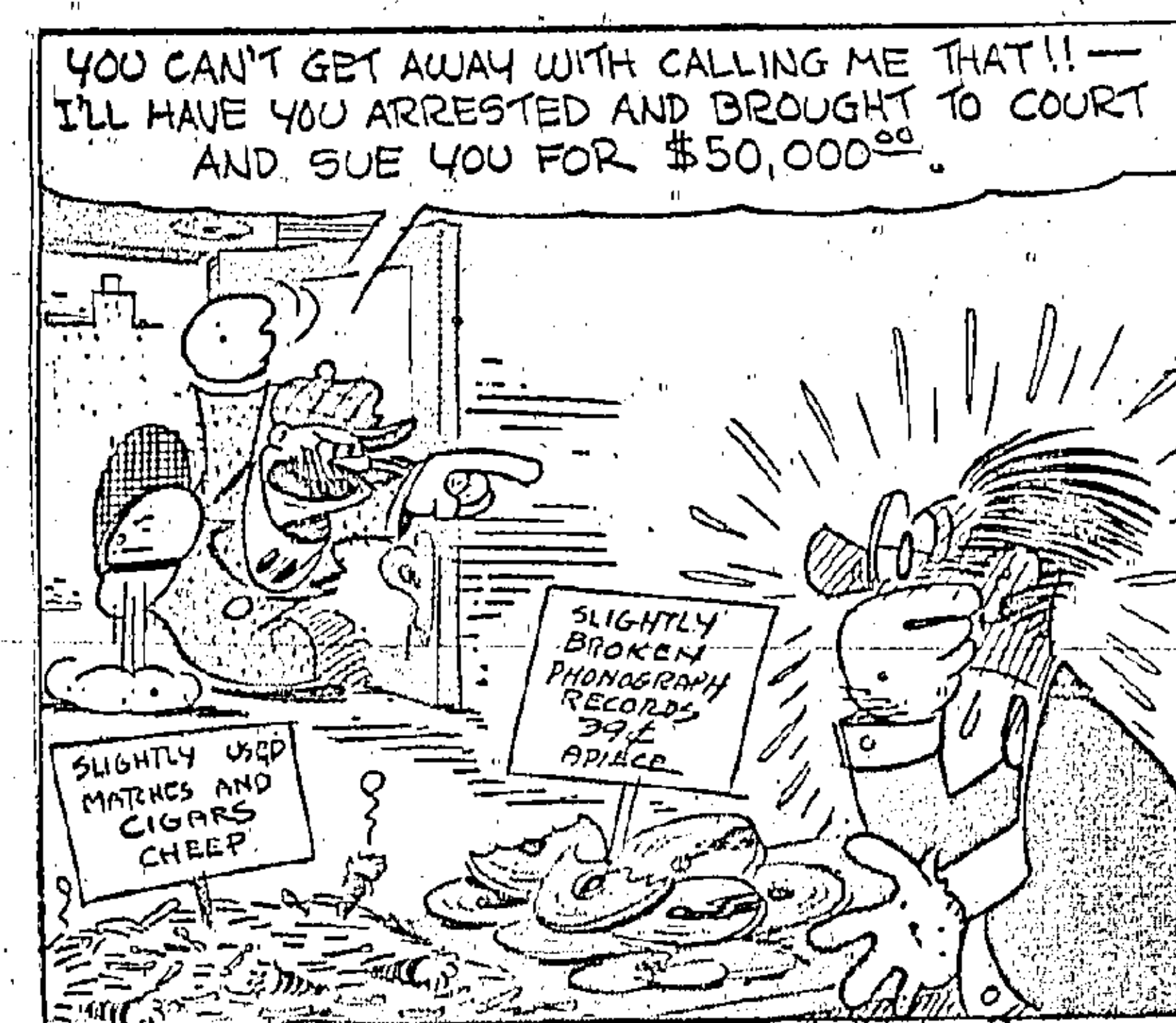
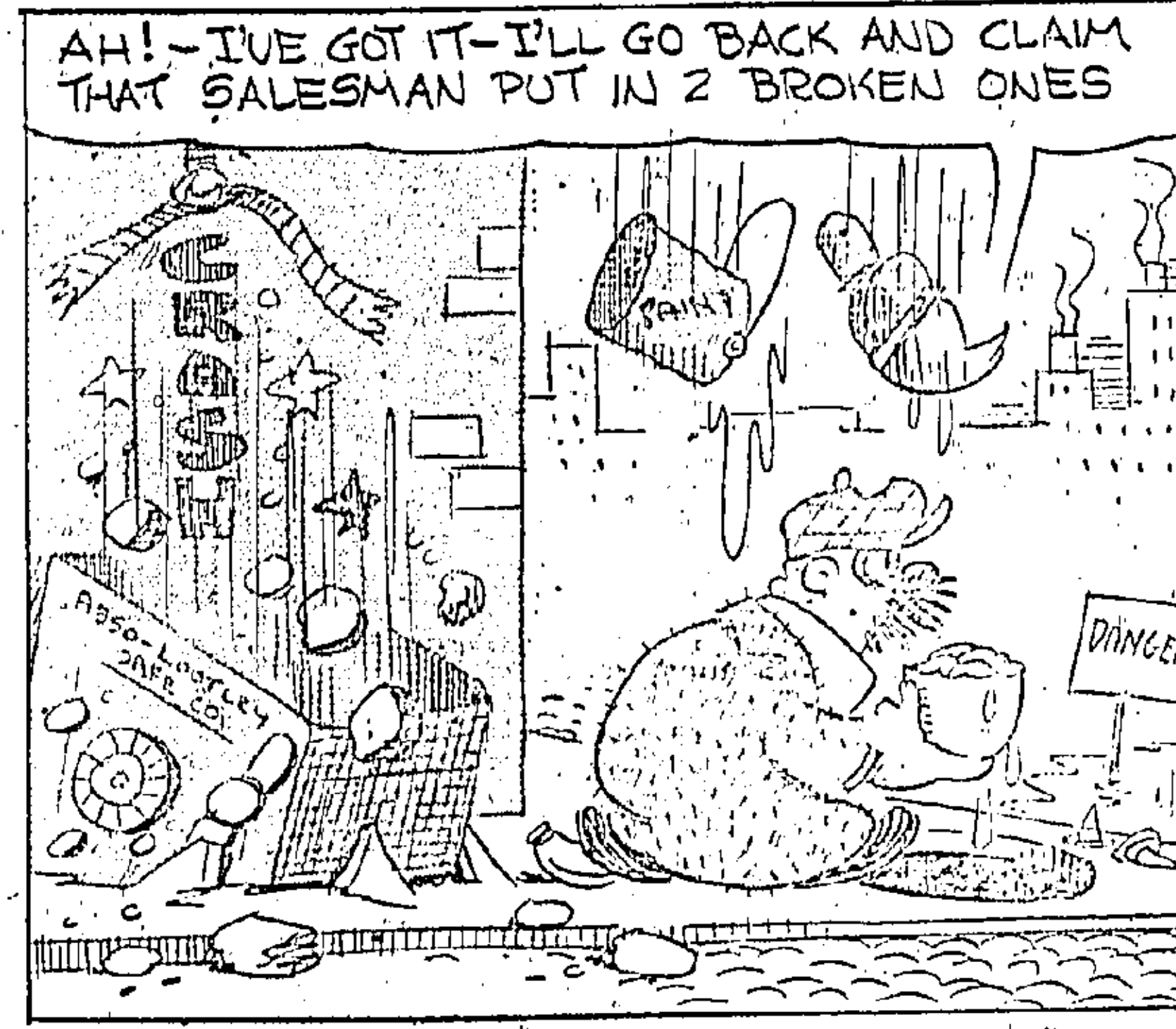
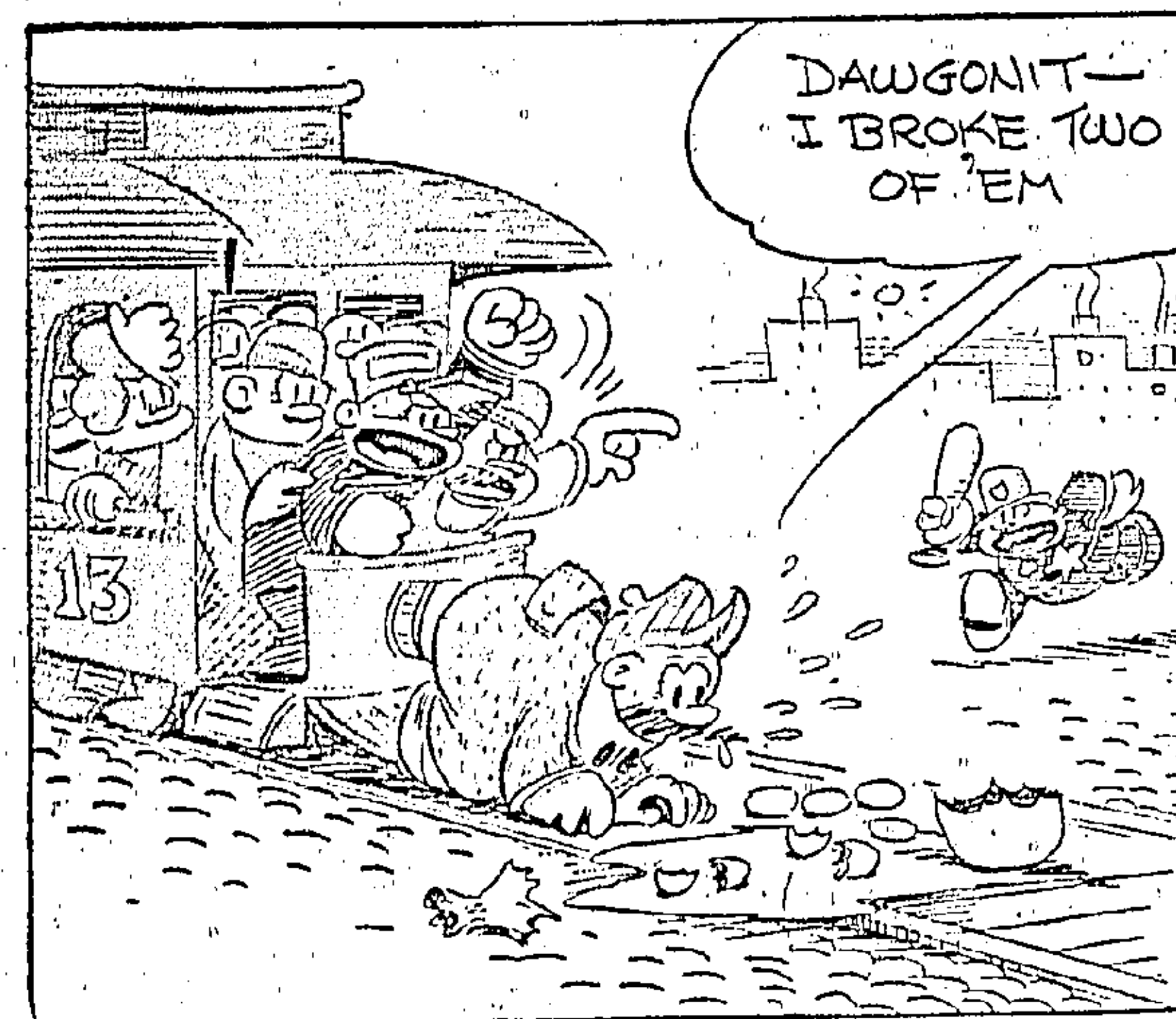
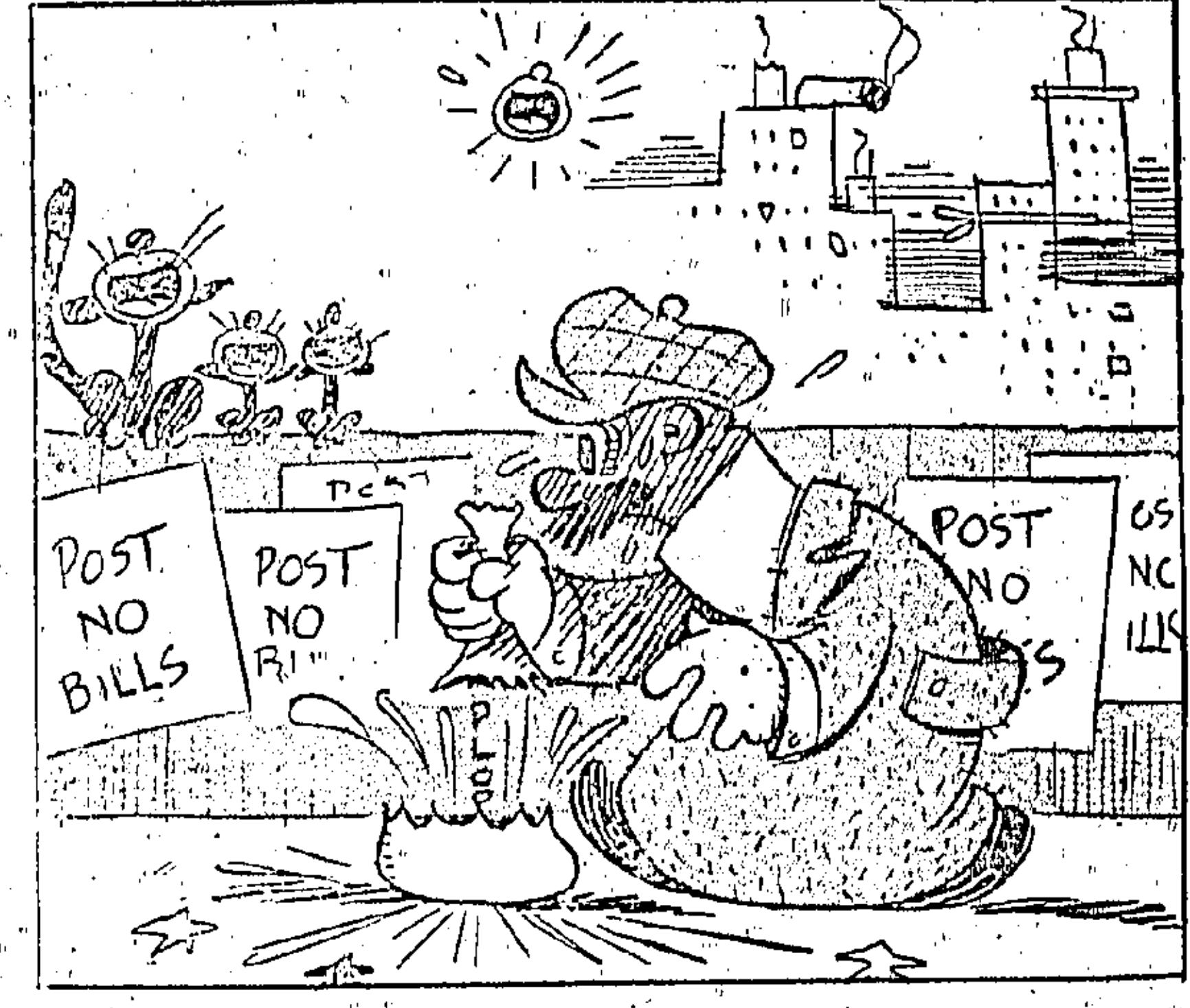
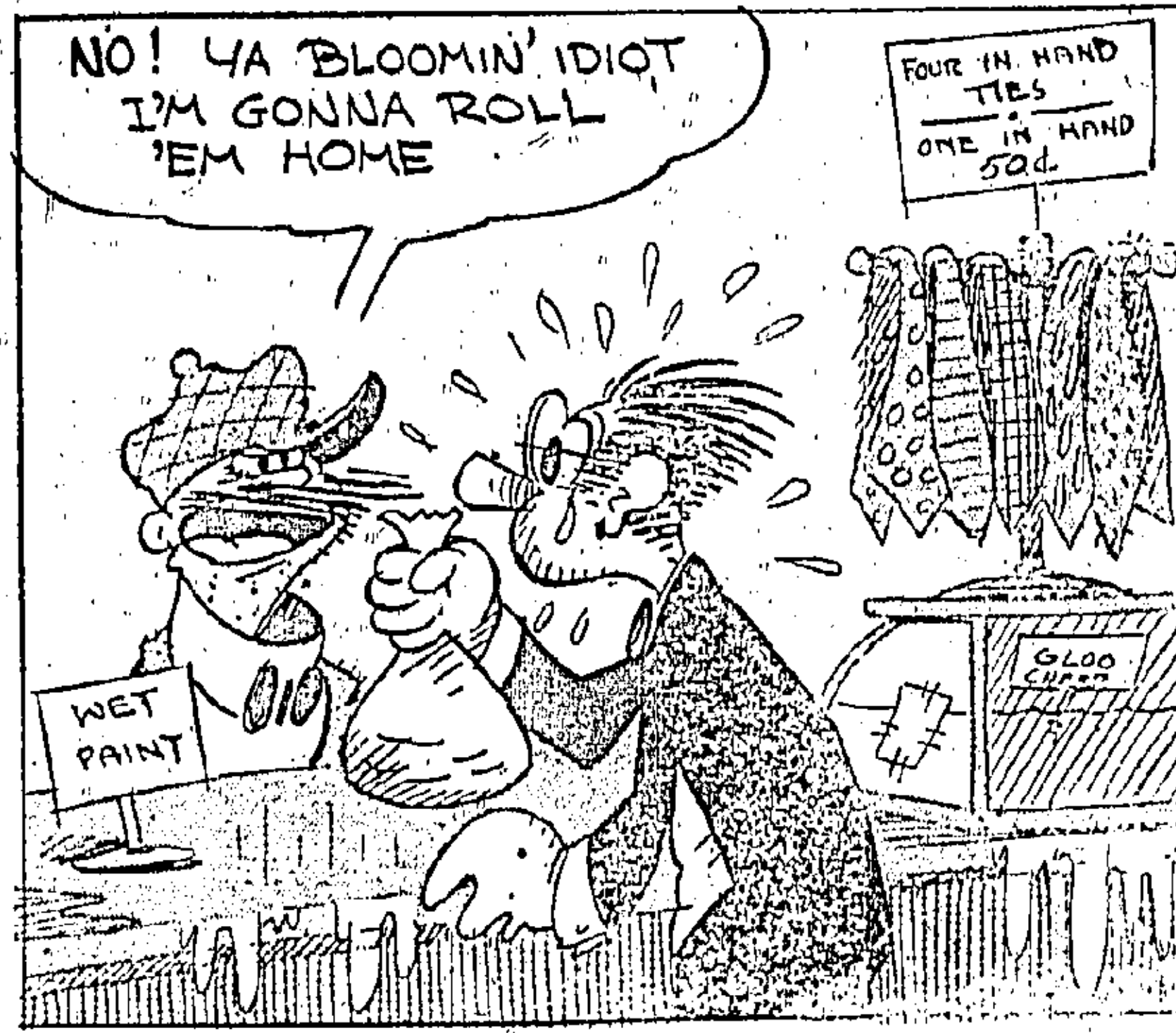
Gilbert and Sullivan's "The Pirates of Penzance" probably inspired this black suede envelope bag with a gold dagger fastener. The interestingly cut edge of the flap is piped with gold.

WHEN MAKING LINGERIE.

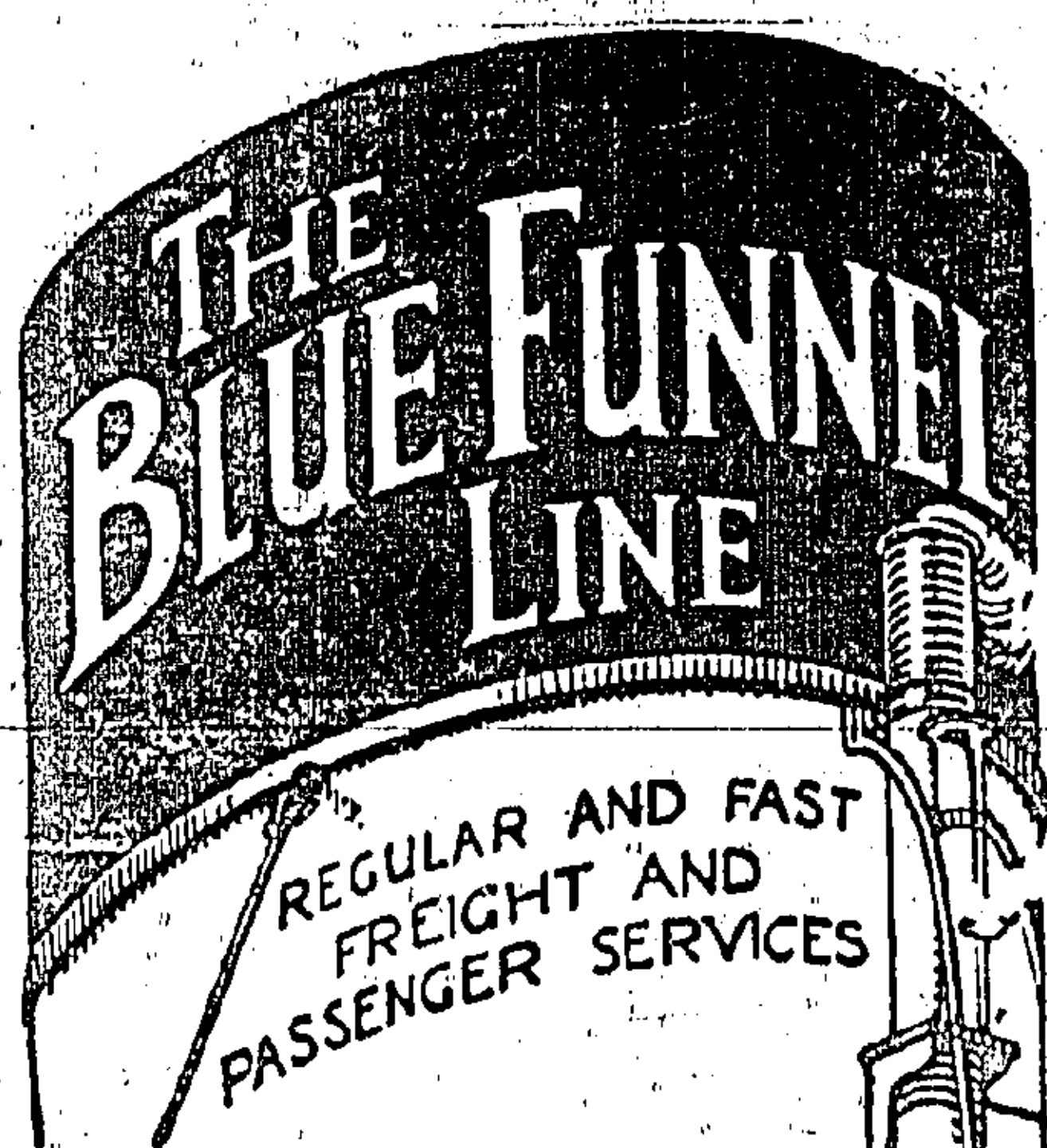
HINTS FOR THE NEEDLE-WOMAN.

Whipped-on lace and tiny hand-made tucks are two of the delights of dainty lingerie, but they take considerable time and patience. The whipping-on of lace may be speeded up considerably (though the expert needlewoman might deny it was whipping at all) by laying the lace along about an eighth of an inch below the raw edge of the fabric, and then neatly oversewing it. This stitch automatically rolls the material, and leaves an edge every bit as neat as the slower method of rolling the material between finger and thumb.

Tucking would not take so long but for the care which must be expended to ensure getting the tucks even. This is a tip worth while. Put a medium-sized needle in the sewing machine, but no cotton. Crease the tuck firmly as the machine runs along it. This will provide a line of holes, perfectly straight, as a line for the hand stitching.



WHITEWAYS FOR DOLLAR VALUES



**REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES**

LONDON SERVICE
"ADRASTUS" 22nd Mar. Mar. Ldn. Hull, R'dam & Hamburg
"ANTENOR" 6th Apr. Mar. Ldn. Hull, R'dam & Hamburg
"BHEXENOR" 19th Apr. Mar. Ldn. Hull, R'dam & Hamburg
"BHEXENOR" 4th May. Mar. Ldn. Hull, R'dam & Hamburg
* Calls at Copenhagen.

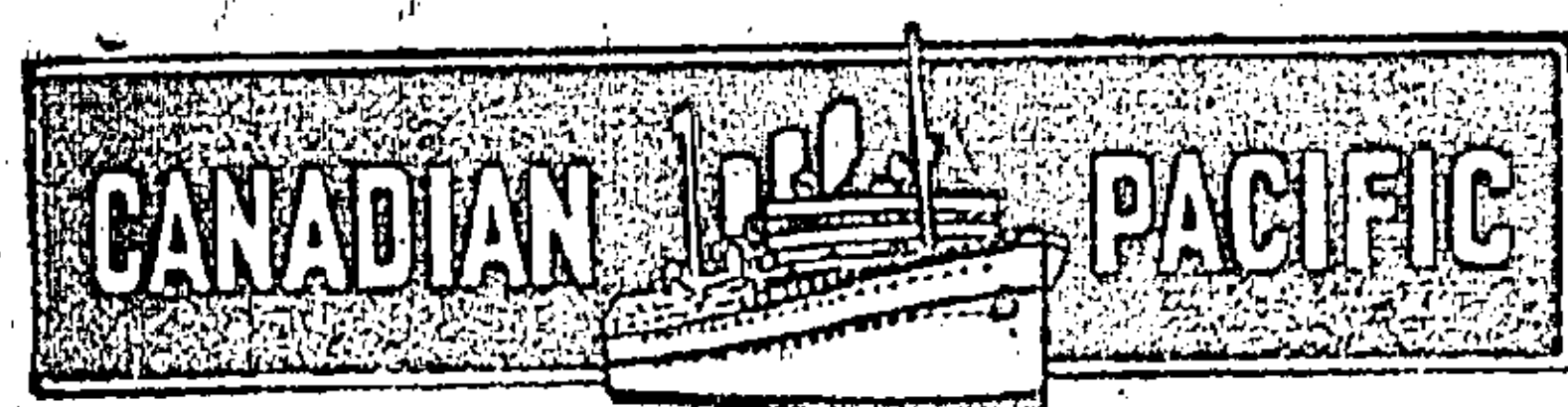
LIVERPOOL SERVICE
"PHILOTTES" 22nd Mar. Havre, Liverpool & Glasgow
"NINGHON" 15th Apr. Genoa, Havre & Liverpool
"KEMUN" 20th May. Genoa, Havre & Liverpool
"THESEUS" 20th June. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE
via Kobe & Yokohama
"TALTHYBIUS" 19th Apr. Victoria, Vancouver & Seattle
"ACHILLES" 7th Apr. Victoria, Vancouver & Seattle

NEW YORK SERVICE
"ATREOR" 25th Mar. New York, Boston & Baltimore
"TEUCER" 8th Apr. New York, Boston & Baltimore

PASSENGER SERVICE.
"ANTENOR" 6th April. Singapore, Mar. Ldn. & London
"BHEXENOR" 19th Apr. Singapore, Mar. Ldn. & London
"ACHILLES" 7th Apr. Singapore, Mar. Ldn. & London
"SARFEDON" 29th June. Singapore, Mar. Ldn. & London

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**QUICKEST TIME ACROSS THE PACIFIC
TO VICTORIA & VANCOUVER.**

SAILINGS 1927.

STEAMERS	Hongkong	Shanghai	Kobe	Yokohama	Van'vor
EMPEROR OF CANADA	Mar. 30	Apr. 2	Apr. 5	Apr. 8	Apr. 17
EMPEROR OF RUSSIA	Apr. 20	Apr. 23	Apr. 26	Apr. 29	May 8
EMPEROR OF ASIA	May 11	May 14	May 17	May 20	May 29
EMPEROR OF CANADA	June 1	June 4	June 7	June 10	June 19
EMPEROR OF RUSSIA	June 22	June 25	June 28	July 1	July 10
EMPEROR OF ASIA	July 14	July 17	July 20	July 23	July 31
EMPEROR OF CANADA	Aug. 1	Aug. 4	Aug. 7	Aug. 10	Aug. 19
EMPEROR OF RUSSIA	Aug. 24	Aug. 27	Aug. 30	Sept. 2	Sept. 11

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

CONNECTING SAILINGS TO LIVERPOOL.

STEAMERS	Leave	Arrive
MONTCLAIR	April 23	MONTROSE June 24
MINNEDOSA	May 13	MONTCLAIR July 15
MONTCALM	June 3	MINNEDOSA Aug. 5

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Leave	Arrive	Leave	Arrive
Hongkong	Manila	Manila	Hongkong
Apr. 10	Apr. 12	EMPEROR OF RUSSIA	Apr. 14

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Continental Ports.

Sailings for Genoa, R'dam, A'dam, Hamburg & Bremen.
S.S. OOSTERK ... 26th March.
S.S. OUDERKERK ... 17th April.
S.S. SALABANGKA ... 15th May.

Arrivals From Europe.

S.S. SALABANGKA ... 5th April.
S.S. OLDEKERK ... 3rd May.
S.S. GEMMA ... 30th May.

All steamers have a limited accommodation for passengers.
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**AND
AMERICAN MAIL LINE**

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TO SAN FRANCISCO VIA HONOLULU, SHANGHAI,
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"THE SUNSHINE BELT"

PRESIDENT MADISON Tues., March 29th, 6.00 a.m.

PRESIDENT JACKSON ... Tuesday, Apr. 12th

PRESIDENT MCKINLEY ... Tuesday, Apr. 26th

PRESIDENT LINCOLN ... Tuesday, May 10th

PRESIDENT CLEVELAND ... Tuesday, May 24th

Thereafter Fortnightly Sailings on Tuesdays.

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Choice of railway lines across United States and
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From Hongkong	Via	Connecting with	From N. York	Arriving at
Mar. 23	Seattle	Geo. Washington	Apr. 20	P'mth C'brg Apr. 27
Mar. 29	San Francisco	Homeric	Apr. 30	C'brg S'mptn May 6
Apr. 6	Seattle	Leviathan	Apr. 30	C'brg S'mptn May 7
Apr. 12	San Francisco	Aquitania	May 11	C'brg S'mptn May 17
Apr. 20	Seattle	Geo. Washington	May 18	P'mth C'brg May 27
Apr. 26	San Francisco	Republic	May 28	P'mth C'brg June 6
May 4	Seattle	Aquitania	May 31	C'brg S'mptn June 6
May 10	San Francisco	Homeric	June 11	C'brg S'mptn June 17
May 16	Seattle	Leviathan	June 15	P'mth C'brg June 23
May 19	San Francisco	Majestic	June 25	C'brg S'mptn July 1
May 24	Seattle	Berengaria	June 28	C'brg S'mptn July 5
June 1	San Francisco	Olympic	June 9	C'brg S'mptn July 15

TO SEATTLE AND VICTORIA VIA SHANGHAI,
KOBE AND YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT CLEVELAND Wed., March 23rd, 2 a.m.

PRESIDENT PIERCE ... Wednesday, Apr. 6th

PRESIDENT TAIT ... Wednesday, Apr. 20th

PRESIDENT JEFFERSON ... Wednesday, May 4th

PRESIDENT GRANT ... Wednesday, May 18th

Thereafter Fortnightly Sailings on Wednesdays.

TO EUROPE AND NEW YORK.

VIA MANILA, STRAITS, COLOMBO, SUEZ—
PORT SAID—ALEXANDRIA—NAPLES—
—GENOA—MARSEILLES.

Thence to BOSTON AND NEW YORK.

PRESIDENT HAYES ... Tuesday, Mar. 29th 6.00 a.m.

PRESIDENT POLK ... Tuesday, Apr. 12th 8.00 a.m.

PRESIDENT ADAMS ... Tuesday, Apr. 26th 8.00 a.m.

PRESIDENT GARFIELD ... Tuesday, May 10th 8.00 a.m.

PRESIDENT HARRISON ... Tuesday, May 24th 8.00 a.m.

Thereafter Fortnightly Sailings on Tuesdays.

TO MANILA.

PRESIDENT MADISON ... Monday, Mar. 21st 6.00 p.m.

PRESIDENT HAYES ... Tuesday, Mar. 29th 6.00 a.m.

PRESIDENT PIERCE ... Tuesday, Mar. 29th 6.00 p.m.

PRESIDENT JACKSON ... Monday, Apr. 4th 6.00 p.m.

PRESIDENT POLK ... Tuesday, Apr. 12th 8.00 a.m.

For Passenger and Freight, Rates apply to

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TONGKONG AND SHANGHAI BANK BUILDING, GROUND FLOOR
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NAVIGATION Co., Ltd.**

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer.	Sailings.
STRAITS & Calcutta	Hosang	Satur. 19th Mar at noon.
TSINGTAU Swatow & S'hai Mingsang		Sun. 20th Mar at 7 a.m.
SANDAKAN	Hinsang	Tues. 22nd Mar at noon.
TIENTSIN	Chipshing	Tues. 22nd Mar at noon.
SINGAPORE	Yuonsang	Tues. 22nd Mar at 3 p.m.
TIENTSIN Swatow & S'hai Fausang		Wed. 23rd Mar at 7 a.m.
CANTON	Hopsang	Wed. 23rd Mar at 7 a.m.
STRAITS & Calcutta	Fooksang	Satur. 26th Mar at 3 p.m.
OSAKA via Moji & Kobe	Kutsang	Sun. 27th Mar at 7 a.m.
TSINGTAU Swatow S'hai	Hopsang	Sun. 27th Mar at 7 a.m.
TSINGTAU Swatow S'hai Kwongang		Wed. 30th Mar at 7 a.m.
OSAKA via Moji & Kobe	Suisang	Satur. 2nd Apr at 7 a.m.
SANDAKAN	Mausang	Thurs. 7th Apr at 3 p.m.
STRAITS & Calcutta	Kumsang	Mon. 11th Apr at 3 p.m.

For freight or passage apply to—

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Telephone 215. Central General Managers

BANK LINE LTD.

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SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ELLERMAN LINE

S.S. "CITY OF BOMBAY" ... London, Rotterdam & Hamburg ... 31st March.

S.S. "CITY OF WELLINGTON" ... Havre, London, Rotterdam & Hamburg ... 5th May.

AUSTRALIA AUSTRAL-EAST INDIES LINE

Sailings from SINGAPORE on 6th of every month by "CITY OF PALERMO" or "CITY OF SPARTA"

to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.

Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE AMERICAN AND MANCHURIAN LINE

S.S. "CITY OF DUNKIRK" ... via Suez Canal ... 22nd April.

ALSO AGENTS FOR

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SERVICES TO

BOSTON & NEW YORK AMERICAN & ORIENTAL LINE

M.V. "LARCHBANK" ... via Suez Canal ... 19th March.

M.V. "FORRESBANK" ... via Suez Canal ... 22nd May.

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE

S.S. "TINHOW" ... From Hongkong ... 20th April.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Cape Town.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inharrim, Zanzibar, Mombassa, Kilindini, Port Natal, Luderitz Bay, Walvis Bay and Madagascar.

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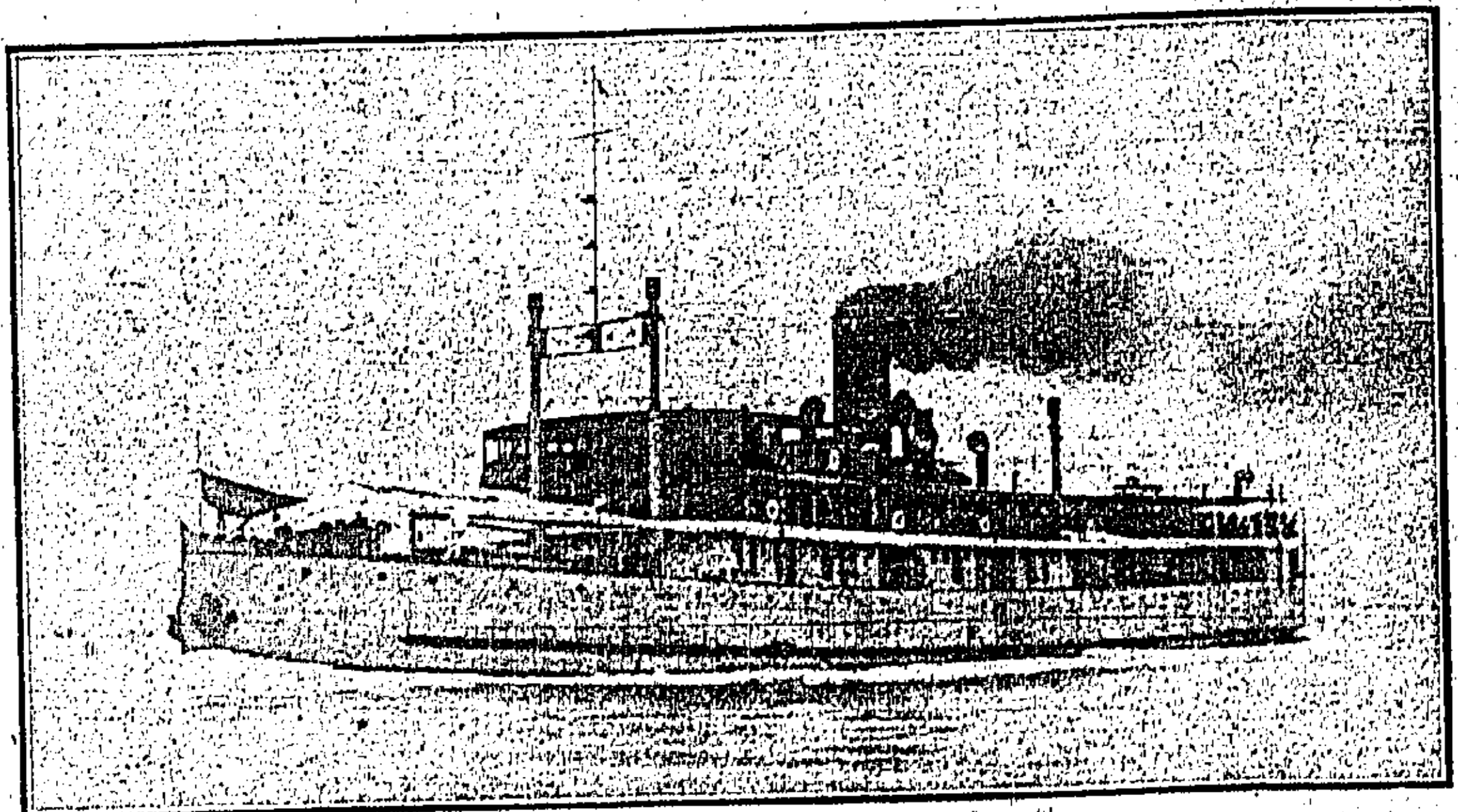
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Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon India, Persian Gulf, Mauritius, S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hong-kong (about)	Destination
MONSIEUR	16,504	19 Mar. noon	Marseilles, London & Hull
MAEDONIA	11,120	2nd April	Marseilles & London
KHYBER	9,114	14th April	Marseilles, London, Dunkirk
DEVANHA	8,155	16th April	Marseilles, London & Harp & Hull

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrus, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

	Tons	From Hong-kong (about)	Destination
TAKADA	6,949	28th March	Spore, Penang & Calcutta
JANUS	4,800	10th April	Spore, Penang & Calcutta
TILAWA	10,000	16th April	Spore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

	Tons	From Hong-kong (about)	Destination
*ST. ALBANS	4,500	1st April	Manila, Sandakan, Thure.
ARAFURA	6,000	29th April	Island, Townsville, B'bane.
TANDA	6,956	3rd June	Sydney and Melbourne.

*Calls Kolambangan but omits Sandakan.
Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.
The P. & O. S. S. Co., Ltd. steamers will also call at Shanghai, Hainan, Cebu, Kolambangan, Tawau, Timor, Darwin, or other ports on route as indicated on offers.
Frequent connections from Australia with the following:
The Union S. S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via the Cape.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers or Southampton and London via the Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

	Tons	From Hong-kong (about)	Destination
DEVANHA	8,155	20 Mar. 4 p.m.	Shanghai, Moji & Kobe
TILAWA	10,000	22nd Mar.	Kobe
TEESTA	6,296	24th Mar.	Moji & Kobe
JANUS	4,824	26th Mar.	Shanghai, Moji, Kobe & Osaka

*Does not take passengers.
All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, MACKENZIE & Co., Agents.
P. & O. Bldg., Connaught Rd., C.

AUSTRALIAN-ORIENTAL LINE, LTD.**'Changte' & 'Taiping.'**

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS, VIA MANILA, AND THURSDAY ISLAND. Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG ON OR ABOUT	SAILED HENCE ON OR ABOUT
CHANGTE	8th April	18th April
TAIPING	17th May	17th May
CHANGTE	11th June	18th June
TAIPING	8th July	15th July

For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Tel. C. 36. Agents.

GLEN LINE.

Fare Hongkong to London £82.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel	Due Hongkong	Sailed
"GLENARRY"	6th April	6th April
"GLENLUCE"	4th May	4th May
"GLENBEG"	1st June	1st June
Steamship "CARNARVONSHIRE"	29th June	29th June

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel	Due Hongkong	Sailed
"GLENLUCE"	23rd March	23rd March
Steamship "CARMARTHENSHIRE"	5th April	5th April
Motor Vessel "GLENBEG"	14th April	14th April
Motor Vessel "GLENARA"	1st May	1st May

For freight, passage, and further particulars, apply to:

JARDINE, MATHESON & CO., LTD.
AGENTS: THE GLEN LINE, LTD.

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JOIN SERVICE OF THE

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AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG

S.S.	Destination	Departure
"ATREUS"	via Suez Canal	25th Mar.
"TEUCER"	via Suez Canal	8th Apr.
"CITY OF DUNKIRK"	via Suez Canal	22nd Apr.
"EUMAEUS"	via Suez Canal	8th May
"CITY OF DERBY"	via Suez Canal	22nd May

Steamers proceed via Suez Canal or Panama Canal at owner's option.

Subject to Change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.
Hongkong & Canton. Jardine Matheson & Co., Ltd., Canton.

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.**MACAO RACES****Special Week End Sailings**

Return Saloon Passage Fare \$5.00

SATURDAY, 19th MARCH

8.00 a.m. SUI AN	8.00 a.m. SUI TAI
2.00 p.m. SUI TAI	5.00 p.m. SUI AN

SUNDAY, 20th MARCH

8.00 a.m. SUI AN	4.45 p.m. SUI TAI
9.30 p.m. SUI TAI	6.00 p.m. SUI AN

**SAILINGS SUBJECT TO ALTERATION.**

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

TAIYO MARU ... Tuesday, 22nd Mar. at noon.

TENYO MARU ... Monday, 4th April. at noon.

*KOREA MARU (Calls Keelung) Sunday, 17th Apr. at 10 a.m.

*Calle Los Angeles

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico & Panama.

ANYO MARU ... Tuesday, 3rd May. at noon.

BOKUYO MARU ... Wednesday, 8th June.

MARSHALLS, LONDON, ANTWERP & ROTTERDAM via Ports.

HARUNA MARU ... Saturday, 26th Mar. at 11 a.m.

KAMO MARU ... Saturday, 9th April. at 11 a.m.

KATORI MARU ... Saturday, 22nd April.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 23rd Mar. at 11 a.m.

AKI MARU ... Wednesday, 20th April.

NEW YORK and/or BOSTON via PANAMA.

TAKEOTO MARU ... Saturday, 26th Mar.

MAYEASHI MARU ... Monday, 4th April.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

LIMA MARU ... Monday, 11th April.

BURNOS AIRES via Singapore, Durban & Cape Town.

HAKATA MARU ... Saturday, 26th Mar.

BOMBAY via Singapore & Colombo.

TAMBA MARU ... Monday, 11th April.

CALCUTTA via Singapore, Penang & Rangoon.

NAGANO MARU ... Sunday, 20th Mar.

GENOA MARU ... Sunday, 27th Mar.

RANGOON via Singapore & Penang.

TOMIURA MARU ... Friday, 25th Mar.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... Saturday, 23rd April.

SHANGHAI, KOBE & YOKOHAMA.

MORIOKA MARU ... Sunday, 20th Mar.

ATSUTA MARU ... Tuesday, 22nd Mar.

TSURUGA MARU ... Wednesday, 23rd Mar.

AWA MARU ... Thursday, 31st Mar.

For further information apply to—NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, (private exchanges to all Depts.)

DODWELL & CO., LTD.**NEW YORK BERTH.**

FOR NEW YORK & BOSTON via SUEZ.

S.S. "KENDAL CASTLE" Sails hence on or about 19th April.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (Fiume).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, ADRIATIC LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

"A" Class \$72. 10. Od. "B" Class \$66. 0. Od.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

M.V. "ESQUILINO" Sails on or about 31st March.

S.S. "VENEZIA" Sails on or about 28th April.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

M.V. "REMO" Sails on or about 6th April.

M.V. "ESQUILINO" Sails on or about 3rd May.

S.S. "VENEZIA" Sails on or about 31st May.

NATAL LINE OF STEAMERS.

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" Sails from Calcutta 31st March.

S.S. "UMSINGA" Sails from Calcutta 3rd June.

Regular Passenger and Cargo Service to South African Ports

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Central 1030, Telephone Agents

ARTIFICIAL ANIMALS.**CURIOUS EXPERIMENTS BY TWO DOCTORS.**

New York.—Twenty years ago the late Dr. Jacques Loeb startled the world with his discovery of a strange substance called oocytin. With this substance dissolved in sea water the life process dormant in the egg of a sea urchin can be started.

The intensive research work which Dr. Loeb originated has been continued by two of his co-laborers.

These scientists—Dr. Guy W. Clark and Dr. Paul W. Sharp, Bio-chemical Department of the University of California—have achieved astounding results. Their experiments have been extended to other organisms than sea urchins with equal success.

Eggs to be fertilised are placed in a bowl and oocytin, which is an extract from the blood of animals, is added.

One part of the purest preparation of this substance in half a million parts of sea water suffices to start the development of the dormant germs of life, says Dr. Clark. Formation of the membrane takes place in from 20 minutes to several hours.

Short-lived Organisms. These chemically started animals do not live more than two or three days.

"There seems to be something lacking in the physical or mechanical means of carrying out the fertilisation that causes their death after formation of the membrane is well begun and the normal process of development is seemingly set going," Dr. Clark writes to the "American Journal of Biological Chemistry."

He goes on to say that he and his colleagues are not interested in producing synthetic animals. The fact that oocytin produces the desired results in the case of the sea urchin is all that is of interest to them at the present. They would deem any further experimentation along that line just now as morbid curiosity.

Mystery of Oocytin.

What they keenly desire to do is to ascertain just what oocytin is. "Nothing can be said of the substance except that it contains purine bases and carbo-hydrates," he explains. "It appears to be a protein substance, but beyond that there has been no success in specific analysis." It is present in varying concentration in the blood of a large number of animals, although the highest percentage seems to be found in the blood of fowls.

"It has been found that oocytin may be obtained from both male

TAKING A TRAM'S TEMPERATURE.**NOVEL TASK FOR L.C.C. CONDUCTORS.**

Electrically-heated tramcars will—very probably—be the latest luxury for Londoners.

Passengers on a Hampstead to Holborn tram were surprised the other day to see the conductor approach a thermometer hanging in a corner of the lower deck.

He prodded it, muttered, "Forty-nine. We've gone up a point," and jotted the reading down on a card.

"Experiment," he explained, apologetically, to the tram at large. "Have to do this at each journey-end now. Just to see how the hot-water pipes are getting on."

"How nice!" said a bright girl in the corner.

"Nice," sniffed an elderly woman. "I call it stuffy. It's too hot to be healthy."

"Well, I hadn't noticed it," said a melancholy-looking man.

"There's a draught blowing through that front-door enough to cut your ears off. Now, if only they'd make them doors air-tight!"

Solemnly the conductor proceeded to the other end of the car, looked at another thermometer, and recorded its findings on his card. At Holborn, he took his tram's temperature again.

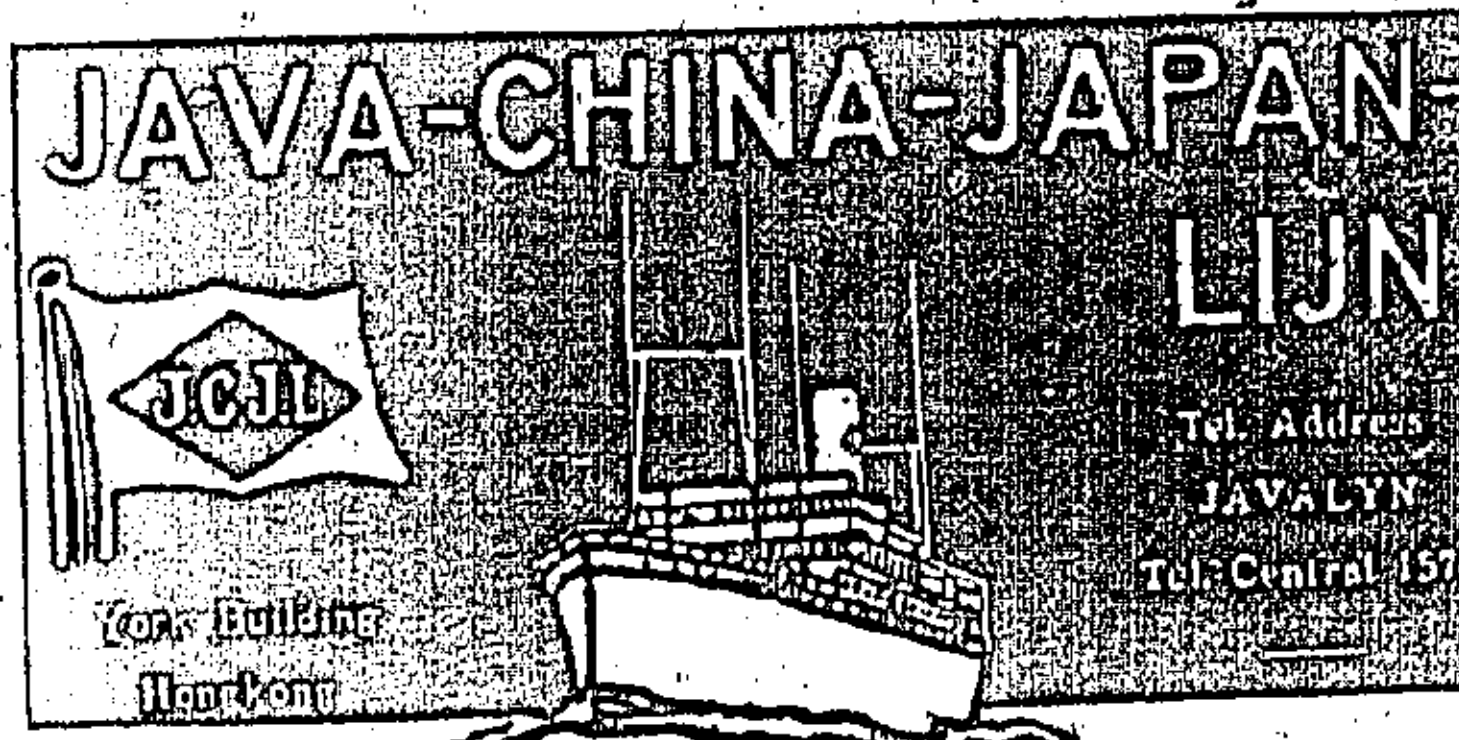
In the meantime his passengers had discovered that genuine warmth was being dispelled from beneath the seats, where the customary hollow had been enclosed by wire netting. Deserting the corner seats, they sat bunched together in the middle, plainly torn between gratified approval and the Cockney tradition of ridiculing every innovation.

"We have got the new heating apparatus working at present on eight cars only," a L.C.C. official told a *Daily Chronicle* representative. "Four of them are from the Hampstead depot and four from New Cross. The idea is in an experimental stage at present. One drawback is the heavy expense of the installation."

"The heat is generated in the ordinary way by the resistances set up when the cars are travelling at speed. This energy, which is very great, is normally wasted. Beneath the seats are radiators, and these circulate the generated heat."

and female, but that the efficacy of the substance is apparently greater when taken from the blood of the former.

"When reduced to a relatively pure state, oocytin is like a greyish-white powder. From 10 gallons of blood, two-tenths to seven-tenths of a gram of the powder may be gathered, depending on the source from which the blood is obtained."

**REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.**

Steamers	From	Expected on or about	Will leave on or about	For
Tijpanas	Java	23th Mar.	23th Mar.	Saigon & Java
Tijkarang	Batavia	27th Mar.	30th Mar.	Shanghai
Tijkembang	Shanghai	28th Mar.	31st Mar.	Batavia
Tijbeob	Java, Mesr	28th Mar.	31st Mar.	Amoy, N. China
Tijalak	N. China	29th Mar.	1st Apr.	Batavia
Tijbodes	Java	7th Apr.	10th Apr.	Saigon, & Java
Tijbaroea	Batavia	10th Apr.	13th Apr.	Shanghai
Tijkarang	Shanghai	11th Apr.	14th Apr.	Batavia
Tijsondori	Java, Mesr	12th Apr.	14th Apr.	Amoy, N. China
Tijtaroom	N. China	12th Apr.	15th Apr.	Mesr, & Java

*Via Macassar

*Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the Java-China-Japan Lijn.

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.**SERVICE OF FAST MOTOR VESSELS.****LOADING DIRECT FOR**

MARSEILLES, VALENCIA, ROTTERDAM, HAMBURG and SCANDINAVIAN PORTS.

M.V.	Destination	Departure
"DELHI"	...	15th April
"SUMATRA"	...	16th May
"JAPAN"	...	8th June

FOR SHANGHAI and JAPAN PORTS.

M.V.	Destination	Departure
"SUMATRA"	...	8th April
"JAPAN"	...	8th April

For further particulars apply to the Agents:

GILMAN & CO., LTD. G. E. HUYGEN, Hongkong, Canton.

EASMA CLUB.**A NEW PRESIDENT.**

There was a fair attendance of members of the Ex-Active Service Men's Association at the club premises last evening, to an extraordinary meeting when there was on the agenda certain alterations of rules, the question of running the bathing beach during the summer, and the acceptance of the President's resignation on his leaving the Colony.

Rule 3 (i) was altered to allow of a serving member being proposed and seconded by other than another serving member. A motion for the deletion of the entire rule was defeated.

Rule 3 (c) was amended to allow of visiting members being admitted to the Club under certain conditions, the liability for their dues and debts to be on their proposers, such period of visiting membership to be limited to a period not exceeding two months in any financial year.

Rule 4 was amended to exempt visiting members from the payment of the yearly subscription and entrance fee, but to be charged the ordinary monthly subscription as other members.

The running of the bathing beach was discussed at length and it was decided that the rules governing this branch of the Club's activities should be generally the same as in previous years.

The resignation of Captain T. T. Laurenson was accepted, with much regret and a number of speeches were made dealing with the retiring president's activities on behalf of the Association.

It was announced that Lieut. Colonel Hayley Bell had been offered the Presidency of the Association and a reply had been received to the effect that he would be willing to serve in this capacity. His candidature was enthusiastically adopted by the meeting.

COMPANY REPORT.**KOWLOON DOCKS LOSS.**

The annual report of the Hongkong and Whampoa Dock Co., Ltd., states: The result of the past year's working shows a loss of ... \$103,043.62

To this should be added Reserve against Bad and Doubtful Debts which your Board deem necessary ... 180,646.70

making the Net Loss for the year ... \$283,690.32

The amount brought forward from last year was ... \$2,309.50

Add transfer from Reserve to meet above loss ... 300,000.00

\$52,309.50

Deducting loss as above ... 285,695.82

leaves to be carried forward to next year the sum of ... \$ 68,614.11

HOTELS.

THE HONGKONG

HONGKONG HOTEL: REPULSE BAY HOTEL: PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."

SHANGHAI

ASTOR HOUSE HOTEL: PALACE HOTEL;
MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."

HOTELS.
LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Peking.

KING EDWARD HOTEL

Meals can be had as follows:—

Breakfast 7.30 a.m.—10 a.m. \$1.00 per Cover
Tiffin 1.00 p.m.—2 p.m. \$1.00 "
Dinner 7.30 p.m.—9 p.m. \$1.25 "
Nothing to equal it at the price in the Colony.

CENTRAL LOCATION

Electric Lifts and Lighting.
Telephones on each floor.
Hotel Launch meets all Steamers.

TELEPHONE: C. 373.

TEL. ADD. VICTORIA

J. H. WITCHELL,
Manager.

HOTEL SAVOY

When in doubt, make it The Savoy!

KOWLOON HOTEL

PREMIER HOTEL IN KOWLOON

Modern Toilet System.

Elevator and Telephones to each floor.

Smoking Room and Saloon Bar. First Class Billiard Table
Recently renovated throughout.

Manager's Personal Attention

Tels. K. 608—609.

WM. HAROLD PERRY

Cables KOWLOTEL, HONGKONG

Manager

PALACE HOTEL.

Tel. Kowloon No. 8 Tel. Address "PALACE."
Three minutes from Kowloon Wharf, Ferry and Railway Station.
Entirely under English Management. Electric Light and Fans throughout.
Every Room with Private Bath, Lounge Bar and Billiard-Rooms.
Unrivalled Cuisine under the personal supervision of the proprietress.
Terms moderate. Special terms to families on application to:
Mrs. J. H. OXBERRY, Proprietress.

EUROPE Cables:—
"EUROPE"
Singapore.

HOTEL

SINGAPORE.

After-dinner
dancing every
Tuesday, Thursday
and Saturday.

Grill

THE EUROPE HOTEL, LTD.

Arthur E. Odell, Managing-Director.

CONSIGNEE NOTICES

OCEAN STEAM SHIP CO., LTD.
And
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

Consignees per Company's Steamer,
"CALCHAS."
From UNITED KINGDOM via
SINGAPORE.

are hereby notified that the cargo will
be discharged into Holt's Wharf, Kow-
loon, where it will lie at Consignee's
risk and subject to terms and condi-
tions of storage at Holt's Wharf.
The Cargo will be ready for delivery
from Godown on and after 19th
March.

Printed and Published for the Proprietor by FREDERICK
PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of
Victoria, Hongkong.

GOING HOME.

THE "MONGOLIA'S" BIG LIST.

The P. and O. s.s. Mongolia—
one of the "crack" ships of the
line—was due to sail at noon
to-day for Home, carrying the
largest number of local passengers
on any homeward-bound vessel
this season.

Among the large number of
local residents to leave were: Mr.
and Mrs. H. T. Brooks, Mr. and
Mrs. W. G. Coys, the Hon. Mr.
H. T. Creasy and Mrs. Creasy, Mrs.
C. D. Lambert, Mr. and Mrs. D. J.
Lewis, Mr. and Mrs. C. C. Nelson,
Mr. and Mrs. G. F. Nightingale,
Mr. and Mrs. J. H. B. Nihill (pro-
ceeding to Mesopotamia), Dr. and
Mrs. W. L. Paterson (going to take
up an appointment in another
Colony), Mr. E. A. Ram (on retire-
ment from Messrs. Denison, Ram
and Gibbs), Mrs. W. E. L. Shenton,
Mr. and Mrs. A. K. Taylor and
family, and Mr. and Mrs. C. R. M.
Young and family.

Among those also travelling by
the steamer is Sir Francis Aclen,
who is on his way Home from
Peking. Other passengers em-
barking at Hongkong were—

Mrs. C. A. Allison, Miss C. All-
ison, Miss A. Anderson, Mr. and
Mrs. G. M. Bathgate, Mr. and Mrs.
Clarke, Mr. G. S. Coom, Capt. and
Mrs. P. R. G. Cumming, Mr. T. H.
Daly, Mrs. E. J. Dovey, Mr. J. O.
Donovan, Miss G. E. Dunk, Mrs.
E. E. Elliott, Lieut. F. G. Emley,
Mr. A. O. English, Mr. and Mrs. J.
Ferguson, Mr. J. A. Flattery, Miss
V. Godson, Mr. J. A. Gow, Mr. A.
Gray, Mr. and Mrs. B. Guest, Mr.
T. Gwynell, Mr. L. W. Harrison,
Mr. and Mrs. D. R. Kilbee, Mr. P.
Killett, Mr. J. Kelly, Mr. and
Mrs. Wm. Kerr, Miss L. Lesch,
Mrs. Mackintosh, Mr. J. V. Mc
Mahon, Miss V. M. Meade, Mrs.
Nettleton, Mrs. J. B. Newell, Mr.
J. F. W. Placett, Mr. C. Poynt,
Capt. R. H. P. Raikes, R.N., Capt.
E. H. Ramsey, R.N., M.V.O., Lieut.
Col. and Mrs. T. A. F. Robinson,
Mr. C. C. Shilton, Mr. M. J. Sul-
livan, Mr. Y. S. Teo, Mr. and Mrs.
J. Turbyme, Mr. L. Tyler, Mr. and
Mrs. Wardell, Mr. T. K. Whelan,
Miss Wilson, Mr. and Mrs. K. S.
Wong, Mr. C. E. Wood and Mr.
and Mrs. C. R. M. Young.

STOLEN SACKS.

CHINESE SENT TO GAOL.

A Chinese policeman arrested a
coolie who was wandering aim-
lessly with a huge parcel tucked
under his arm, in Morrison Gan
Road, at four o'clock this morning.
The parcel was found to be four-
teen sacks, believed to have been
stolen. The man was this morn-
ing brought before Mr. R. E. Lind-
sell but could give no satisfactory
account of how he came to be in
possession of the sacks.
Sentence of four weeks' hard
labour was imposed.

SORRY PLIGHT.

(Continued from Page 1)

difficult financial position of the
company, and the uncertainty of
sailing, we are compelled to "tem-
porarily dispense" with the ser-
vices of the floating staff with the
exception of the master and chief
engineer, etc."
The letter also stated that this
action had been taken with the
greatest reluctance but it would
have to be carried into effect without
delay.
Each of the officers concerned
received a notice of the termina-
tion of his services from date,
(January 31).

Compensation Question.

The question which is now exer-
cising the minds of the men is
whether or not they can claim
some compensation for such sum-
mary dismissal. There is no
doubt that a day's notice is insuffi-
cient in any country and in any
employment; but in China it is
considered no notice at all. All
of the men accepted their "tem-
porary" dismissal on a day's notice
because they were led to believe
that they would be re-engaged at
a later date. Such a belief was
not groundless but it was appar-
ently a great mistake.

There are 18 ships of the com-
pany at present in Shanghai, five
in the South and six on the river.
The officers holding positions
lower than a master or chief en-
gineer on all of these are affected.
Exactly when the ships will con-
tinue operations again is not
known at present but when they
do all foreign officers with the ex-
ception of skippers and chief en-
gineers will be replaced with
Chinese.

Such is the predicament of the
men who have been navigating
and controlling the China Mer-
chants S. N. Co. vessels in the
past.

GUARDIANS' £1,000,000
DEBT.ANOTHER BOARD TO BE
TAKEN OVER.

Bedwelly Board of Guardians,
after five years of severe financial
embarrassment, and with a debt
of almost £1,000,000, has received
news of their supersession by
two Government officials, Mr.
James Evans and Mr. A. Broad-
ley.

A letter from the Ministry of
Health informed the guardians
that these officials would act as
Commissioners for the next 12
months, as other Commissioners
are doing at Chester-le-Street and
West Ham.

As the clerk finished reading
the letter, the chairman asked
whether the members of the board
were prepared to sing "Auld Lang
Syne."

They were not. Instead they
passed a resolution asking the
Ministry of Health to receive a
deputation with a view to recon-
sidering its decision.

Bedwelly Guardians have had
some astonishing experiences. On
one occasion, when they could get
no money, the unemployed forced
their way into the board-room and
extracted individual promises that
the women should be housed and
fed.

The master of the workhouse
had to scour the town to get the
necessary supplies.

Bedwelly Union comprises the
most important mining area in
Monmouthshire, which has been
particularly hard hit since the war
by industrial depression, and last
year by the coal stoppage.

In the Blaenau area a number of
collieries have not worked since
the 1921 stoppage.

By November 1925 the board
had reached a debt of nearly
£500,000, and had no prospect of
repayment. At one time last year
their loans exceeded £1,000,000.

The board now owes £976,000
for the current half-year ending
March, of which only four months
has expired; £220,000 has been re-
ceived on loan.

GUIDING PLANES
IN FOG.EXPERIMENTS WITH A
"LEADER-CABLE."

Experiments at night-time and
in foggy weather are now being
made by big twin-engined aero-
planes of the R.A.F. with an elec-
trically charged cable intended to
guide airmen approaching an aero-
drome when about to alight safely
in conditions of bad visibility,
says a Home writer.

Following laboratory tests, a
full-scale section of cable, starting
from the Royal Aircraft Establish-
ment, Farnborough, Hampshire,
has been laid across country in
the direction of Basingstoke.

The electrical current radiated
upward from the "leader-cable,"
as it is called, affects sensitive re-
cording instruments in the aero-
plane flying above, the pilot being
thus warned when he is deviating
from his position directly above
the cable. It also tells him his
height above the ground.

It is proposed that a perfected
leader-cable system should be em-
ployed at the London air station,
Croydon, for the guidance in bad
weather of air express pilots.

"Extravagant Expenditure."

In its letter the Ministry state
that after careful review of the
administration of the board it has
been forced to the conclusion that
efforts made to secure improve-
ment in careful and economic ad-
ministration have not been success-
ful. On the contrary, the prac-
tice of the guardians has been to
interpret the regulations so as to
bring the largest number of per-
sons within their scope, and gener-
ally to grant relief on the most
liberal scale, which led to a rate
of expenditure both unnecessary
and extravagant.

Notwithstanding that the Min-
istry imposed stringent regula-
tions when granting recent loans,
one parish alone out of six relief
districts in the union spent as
much as the others put together in
extras.

POST OFFICE NOTICE

NOTICE

Registered and Parcel Mails are closed 15 minutes earlier than the
time given below, unless otherwise stated, and where mails are not closed
to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m.
on the previous day.

RADIO TELEGRAMS may now be accepted for Hongkong under the
same conditions and at the same rates as for Canton.

Dutiable articles forwarded by letter post to Great Britain are
liable to confiscation by the Customs. Such articles should be forwarded
by parcel post only.

During the interruption of the Hongkong-Macao cable service the
Macao Radio Station will remain open for the exchange of telegrams with
Hongkong from 8 a.m. to 10 a.m. The Hongkong Station is always open
and messages are accepted at any time throughout the 24 hours.
Letters and postcards only for the United Kingdom and Europe will
be forwarded via Siberia if so superscribed.

From	INWARD MAILS.	Per	Date.
Straits	Europe via Suez (letters and papers London 17th February and parcels 10th February)	Calchas	March 19.
Straits	Douvanha		March 20.
U.S.A., Canada, Japan and Shanghai	Fooksong		March 20.
Shanghai	Pres. Madison		March 20.
Straits	Suiyang		March 20.
Shanghai	Atsuta Maru		March 21.
Japan	Sunning		March 21.
Straits	Tango Maru		March 22.
Japan and Shanghai	Janus		March 22.
Manila	Haruna Maru		March 23.
	Empress of Canada		March 23.

For	OUTWARD MAILS.	Per	Date.
Saigon	Prosper	Sat., Mar. 19, 3.30 p.m.	
Amoy	Anking	Sat., Mar. 19, 5 p.m.	
Swatow, Amoy and Formosa	Kaijo Maru	Sun., Mar. 20, 8.30 a.m.	
*Swatow and Bangkok	Kiangsu	Sun., Mar. 20, 8.30 a.m.	
Shanghai, Japan and Europe via Siberia	Douvanha	Sun., Mar. 20, 9 a.m.	
Straits, Ceylon, India, Mauritius, E. & S. Africa	Shunko Maru	Sun., Mar. 20, 9 a.m.	
Yokohama	Hinchow	Sun., Mar. 20, 9 a.m.	
Shanghai	Sinkiang	Mon., Mar. 21, 2.30 p.m.	
Sandakan	Hinsang	Tues., Mar. 22, 10 a.m.	
Shanghai, Japan, Honolulu and *San Francisco and Europe via Siberia	Taiyo Maru	Tues., Mar. 22, Registration 1.45 p.m. Letters 2.30 p.m.	
	(Due San Francisco 18th April.)		
	Haiching	Tues., Mar. 22, Noon.	

Swatow, Amoy and Fookchow	Adrastus	Tues., Mar. 22, Registration 1.45 p.m. Letters 2.30 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt, and Europe via Marseilles	(Due Marseilles, 21st April.)	
Swatow	Fausang	Tues., Mar. 22, 5 p.m.
Amoy	Ichang	Tues., Mar. 22, 5 p.m.
Manila, Australia and New Zealand via Thursday Island	Tango Maru	Wed., Mar. 23, Registration 8.45 a.m. Letters 9.30 a.m.
	(Due Thursday Island 4th April.)	
Swatow, Amoy and Formosa	Kotou Maru	Wed., Mar. 23, 5 p.m.
Batavia	Apoc	Thurs., Mar. 24, 8.30 a.m.
Swatow, Amoy and Fookchow	Tjikembang	Fri., Mar. 25, 11.30 a.m.
Straits, Ceylon, India, Mauritius, & S. Africa, Aden, Egypt and Europe via Marseilles	Haining	Fri., Mar. 25, 1 p.m.

Swatow, Amoy and Fookchow	Haruna Maru	Sat., Mar. 26, Registration 8.45 a.m. Letters 9.30 a.m.
Straits and Calcutta	(Due Marseilles, 24th April.)	
	Fooksong	Sat., Mar. 26, Parcels noon. Letters 1 p.m.
Japan	Kutsang	Sat., Mar. 26, 5 p.m.
Saigon, Ceylon, India, Mauritius, E. & S. Africa, Egypt, and Europe via Marseilles	Paul Lecat	Tues., Mar. 29, Registration 1.45 p.m. Letters 2.30 p.m.
	(Due Marseilles, 29th April.)	

*Correspondence bearing vessel's name only

Entertainments.

The Epic Story of the
Red Man's Last Stand
Against Civilization!

THE FLAMING
FRONTIER

The Greatest Outdoor Picture that
the Industry has yet produced!

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TO-DAY
ONLY.

QUEEN'S

2.30, 5.10,
7.15 & 9.20

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O
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D

THE
LOST

WORLD

TO-DAY ONLY, 2.30, 5.15, 7.15, 9.15.

TO-DAY
ONLY

STAR

2.30 to 11.15
CONTINUOUS

DOLORES COSTELLO

IN

BRIDE of the STORM

NORMA SHEARER

IN

WAKING UP THE TOWN

QUEEN'S

Mon. and Tues.

March 21 & 22

at 9.30 p.m.

A. STROK

Presents

HEIFETZ

World's Greatest Violinist

Prices. \$6, \$4 & \$3

Booking at Moutrie's

HONGKONG AUTOMOBILE
ASSOCIATION.

THE ANNUAL GENERAL
MEETING of the members of this
Association will be held in the
Office of Messrs. Jardine, Math-
eson & Co., Ltd., on Monday, 28th
March, 1927, at 5.30 p.m., to pass
and adopt the accounts for the
year ending 31st December, 1926,
and to elect Officers, etc.
G. E. S. UPDELL,
Hon. Secretary.

NOTICE.

The Undersigned, having to-day
taken over the General Agency for
Hongkong, South-China and Indo-
China for Korea Mission Cloth,
will be glad to deal with enquiries
in this connection.

BITZER & CO.,
Queen's-building, 2nd floor.

The Rev. Canon Joseph William
Coulter, rector of Bridport, Dorset-
shire, has been appointed vicar of
Calne and archdeacon of Wilt-
shire.